



Meeting of the
Madera County Transportation Commission
Policy Board Meeting

LOCATION

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

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

DATE

January 20, 2021

TIME

3:00 PM

Policy Board Members

Commissioner Jose Rodriguez, Vice Chair
Commissioner Robert Poythress
Commissioner Waseem Ahmed
Commissioner Brett Frazier
Commissioner (Pending Appointment)
Commissioner Tom Wheeler

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

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



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

SPECIAL NOTICE

Important Notice Regarding COVID 19

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

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

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

<https://attendee.gotowebinar.com/register/3674864040998614800>

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

You can also dial in using your phone

1 (951) 384-3421 or 1 (877) 309-2071 (Toll Free)

Access Code: 604-564-995

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

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to publiccomment@maderactc.org or by calling 559-675-0721 **no later than 10:00 am on 1/20/2021**. Comments will be shared with the Policy Board and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

AGENDA

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

INTERPRETING SERVICES

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

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

MEETING CONDUCT

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

RECORD OF THE MEETING

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

Agenda

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

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

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. **TRANSPORTATION CONSENT ITEMS**

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

A. 2020 Annual Listing of Projects with Federal Funding

Enclosure: No

Action: Information and Discussion Only

B. California Transportation Commission (CTC) 2020 Annual Report to the California Legislature

Enclosure: Yes

Action: Information and Discussion Only

C. Governor's Proposed FY 2021-22 Transportation Budget

Enclosure: Yes

Action: Information and Discussion Only

- D. Caltrans District 6 Transportation Planning Grants Virtual Workshop

Enclosure: Yes

Action: Information and Discussion Only
- E. Support for Funding Proposal – San Joaquin River Conservancy Circle V Public Access Plan

Enclosure: Yes

Action: Approve Letter of Support
- F. California Federal Lands Access Program Call for Projects

Enclosure: No

Action: Information and Discussion Only

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

- G. Public Hearing on the Draft 2021 Federal Transportation Improvement Program (FTIP) and Draft Air Quality Conformity Analysis

Enclosure: No

Action: Conduct public hearing and receive comments for the Draft 2021 FTIP and Air Quality Conformity Analysis
- H. San Joaquin Joint Powers Authority Madera Station Relocation Project Final Initial Study/Mitigated Negative Declaration

Enclosure: No

Action: Information and Discussion Only
- I. Madera County Transportation Commission Board Member Committee Appointments: San Joaquin Valley Regional Policy Council; California Association of Councils of Governments; San Joaquin Joint Power Authority; and California Vanpool Authority

Enclosure: No

Action: Appoint an alternate representative to the San Joaquin Valley Regional Policy Council; Appoint an alternate representative to the CALCOG Board; Appoint an alternate representative to the San Joaquin Joint Power Authority; and Appoint an alternate representative to the CalVans Board of Directors
- J. Vacancies for Public Committees: San Joaquin Valley Rail Committee, and Social Services Transportation Advisory Council

Enclosure: No

Action: Information and Discussion Only

K. Award Contract – Regional Transportation Plan (RTP) EIR

Enclosure: No

Action: Award RTP EIR Contract in an amount not to exceed \$78,500

L. California Inland Port Feasibility Study

Enclosure: No

Action: Support the Phase II Inland Port Feasibility Study Analysis in the amount of \$10,000

M. Madera County Grand Jury FY 2019-2020 Final Report

Enclosure: No

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

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.

N. Executive Minutes –November 18, 2020

Enclosure: Yes

Action: Approve Minutes

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

O. MCTC Financial and Transportation Development Act (TDA) Fund Audit for Fiscal Year ended June 30, 2020

Enclosure: Yes

Action: Accept MCTC Financial and TDA Fund Audit for Fiscal Year ended June 30, 2020

P. FY 2020-21 Overall Work Program (OWP) & Budget – 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.

Q. Measure T Citizens’ Oversight Committee Meeting – February 10, 2021

Enclosure: No

Action: Information and Discussion Only

10. AUTHORITY – ACTION/DISCUSSION ITEMS

R. Madera County Transportation Authority (MCTA) Fiscal Year 2019-20 Audit Report

Enclosure: Yes

Action: Accept MCTA Fiscal Year 2019-20 Audit Report

S. Efforts to Renew and Extend Measure T

Enclosure: No

Action: Authorize Efforts to Renew and Extend Measure T

OTHER ITEMS

11. MISCELLANEOUS

T. Election of Officers

U. Items from Caltrans

V. Items from Staff

W. 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 January 20, 2021

AGENDA ITEM: 4-A

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

2020 Annual Listing of Projects with Federal Funding

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

Federal legislation requires that Metropolitan Planning Organizations (MPOs) either publish or make available an annual listing of projects for which Federal funds have been obligated in the preceding year. This listing is required to be consistent with the categories identified within the Federal Transportation Improvement Program (FTIP). Commission staff recently published the 2020 Annual Listing of Projects with Federal Funding on the [MCTC Website](#).

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of January 20, 2021

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

SUBJECT:

California Transportation Commission (CTC) 2020 Annual Report to the California Legislature

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The California Transportation Commission has submitted their 2020 Annual Report to the California Legislature, prepared pursuant to Government Code Section 14535-14536. This report identifies and discusses key transportation issues for the coming year 2021 and reviews accomplishments during the year just ended. The full report can be found at: [CTC Annual Report Website](#)

FISCAL IMPACT:

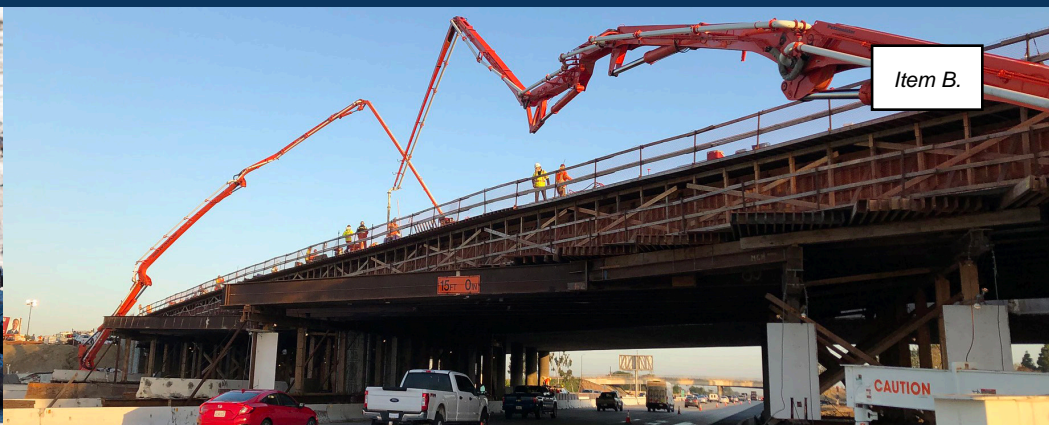
No fiscal impact to the approved 2020-21 Overall Work Program and Budget.



2020



HIGHLIGHTS OF THE 2020 **ANNUAL REPORT** TO THE CALIFORNIA LEGISLATURE



COMMISSION YEAR IN REVIEW

This year, the Commission shifted its meetings, interagency coordination, and public engagement activities to web-based platforms due to the COVID-19 pandemic. Despite this transition, the Commission successfully continued its work throughout 2020, which centered around these areas:

Program Guidelines

After holding dozens of workshops statewide to receive public input, the Commission adopted updated guidelines for 2020 programs, which strengthen program objectives. For instance, the 2020 Solutions for Congestion Corridors Program guidelines formalized criteria to assess how well a project supports mixed-use development with multimodal choices and infill development. The Commission this year also further increased the emphasis on community engagement in its updates to program guidelines.

Competitive Program Applications

The Commission received requests totaling two-and-a-half times the available funding for its four competitive programs combined. The most oversubscribed program is the Active Transportation Program. The Commission received over 450 applications for this program requesting \$2.3 billion - nearly five times the available funding.

Program Adoptions

In 2020, the Commission committed \$22 billion over multiple years for over 1,200 projects in five programs funded in large part from the Road Repair and Accountability Act of 2017 (Senate Bill 1, Beall). These projects will help move the state toward its goal to have 98 percent of highway pavement in good or fair condition and to fix 500 additional bridges by 2027. Over a 20-year period, they will save 300 million person hours of travel time; reduce nearly 8 million tons of greenhouse gas emissions; and increase truck throughput for the movement of goods by over 70 million trucks, among other benefits. For the first time ever, the State Highway Operation and Protection Program adopted by the Commission included a \$100 million reservation for complete streets projects.

Project Allocations

During FY 2019-20, the Commission continued to allocate state and federal funds to projects approved in initial Road Repair and Accountability Act programming cycles: \$7.3 billion in total. These projects will repair California's highways and roads and make them safer; reduce congestion; enhance goods movement; and improve transit and active transportation. Since FY 2017-18, the Commission has allocated state and federal funds generating an estimated 350,000 jobs.

LEGISLATIVE RECOMMENDATIONS

State law requires the Commission to include in its Annual Report specific, action-oriented, and pragmatic legislative recommendations to improve transportation.

Transportation Funding

The COVID-19 pandemic has reduced state transportation revenues by \$1.9 billion through FY 2020-21. At the same time, the Commission this year saw substantial demand for competitive transportation funds. Additionally, the need to replace the gas tax with a road charge was heightened as new emphasis was placed on zero-emission vehicle adoption by 2035. **The Commission therefore believes it is important to maintain and protect existing transportation funds while also addressing immediate and long-term unmet funding needs.** To that end, the Commission recommends the Legislature:

- Urge Congress and the President to provide relief funding to fully make up for state, local, and transit agency transportation revenue losses due to COVID-19.
- Augment the Active Transportation Program with cap-and-trade funds, given the program is severely oversubscribed and these projects advance climate goals.
- Dedicate interest earned on transportation revenues to specific programs, to clarify use of these funds.
- Adjust the Local Streets and Roads Program maintenance of effort, given impacts from COVID-19.
- Authorize a new road charge pilot program to test revenue collection.

Contracting with Tribal Governments

State law restricts Caltrans' ability to directly contract with tribal governments. As a result, Caltrans works through intermediaries, such as the Bureau of Indian Affairs, but this can cause uncertainties and delays. **The Commission believes certain statutory restrictions can be removed to facilitate project delivery for tribal governments.** Specifically, the Commission recommends the Legislature:

- Remove statutory restrictions requiring a limited waiver of sovereign immunity and limiting project types for which Caltrans can directly contract with tribal governments.

Interregional and Freight Planning

In such a vast and populous state as California, efficient interregional mobility for people and goods is critical. **The Commission believes opportunities exist to better align and improve the state's interregional and freight planning,** and recommends the Legislature:

- Beginning with the second update expected in 2025, require Caltrans to submit updates of the Interregional Transportation Strategic Plan to the Commission, as was statutorily required for the initial plan developed in 2015.
- Require the California Freight Mobility Plan to explain how freight funding can best be utilized to support California's economy and further reduce freight related environmental and community impacts.



POLICY ISSUES

State law directs the Commission in its Annual Report to discuss upcoming policy issues it has identified to be of concern to the public and the Legislature. Below are policy issues of focus for 2021.

Equity and Public Engagement

This year, the Commission increased its equity efforts by engaging in presentations on equity at multiple Commission meetings and taking new action. **The Commission formed an Equity Advisory Roundtable; began planning Community Listening Sessions in partnership with the California State Transportation Agency and Caltrans; and started development of a Public Engagement Guide.** Commission staff also participated in a training series on diversity, equity, and inclusion. The Commission will continue its efforts in 2021.

Transit Operations

At meetings throughout the year, the Commission heard from transit associations and operators about the immense challenges they face from the COVID-19 pandemic. **Among the many issues facing transit, the Commission believes it is important for the state to partner with transit agencies in 2021 to consider how work schedules affect peak transit usage, options for new transit mobility models, and transit discount eligibility standardization.**

The California Transportation Commission was established in 1978 as an independent state entity. The Commission's primary responsibilities are funding transportation projects and advising and assisting the Secretary of Transportation and the Legislature on state transportation policies and plans.



Transportation, Housing, and Climate

In 2020, the Commission expanded upon its efforts to coordinate across these areas. **The Commission joined the Executive Order N-19-19 State Agency Working Group to work on an action plan for aligning program investments with climate goals.** The Commission also held two meetings with the California Air Resources Board and the California Department of Housing and Community Development. Strengthening connections across these areas will continue to be a focus of the Commission in 2021.

Telework and Transportation

At its June meeting, the Commission heard a presentation from Caltrans on how teleworking was affecting transportation. Potential benefits cited included reducing air pollution emissions and congestion—however, it also was noted that telework opportunities differ by occupation, race, and access to broadband. Subsequently, **Commission staff partnered with Caltrans and other state agencies on a preliminary research investigation into telework that will be used to guide future policy discussions on this topic in 2021.**

Hilary Norton, Chair
Bob Alvarado, Vice Chair

Yvonne B. Burke
Jon Rocco Davis
Lee Ann Eager
Carl Guardino
Fran Inman

Christine Kehoe
Joseph K. Lyou, Ph.D.
Michele Martinez
Joseph Tavaglione

Assembly Member Laura Friedman, Ex Officio
Vacant, Senate Ex Officio
Mitch Weiss, Executive Director



STAFF REPORT
Board Meeting of January 20, 2021

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

SUBJECT:

Governor's Proposed FY 2021-22 Transportation Budget

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The Governor has released his Proposed State Budget for FY 2021-22. The entire State Budget documents may be found at the [Department of Finance California Budget 2021-22](#) website. The Governor included his Transportation Funding proposal in the Proposed State Budget. Included in your packet is a summary outlining the Governor's Proposed Transportation Budget.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of January 20, 2021

AGENDA ITEM: 4-D

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Caltrans District 6 Transportation Planning Grants Virtual Workshop

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Caltrans District 6 will host a virtual informational workshop to announce the Fiscal Year 2021-2022 Transportation Planning Grant Program on Thursday, January 21, 2021. Local and regional agencies and tribal governments are encouraged to participate and apply.

Additional information regarding the grant application is available on the [Caltrans Sustainable Transportation Planning Grants website](#).

FISCAL IMPACT:

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



**Fiscal Year 2021-2022
District 6
Transportation Planning Grants
Virtual Workshop
California Department of Transportation**

**Save the Date:
Thursday, January 21, 2021 at
10:00 a.m. - 11:00 a.m.**

The Sustainable Transportation Planning Grant Program includes:

- **Sustainable Communities Grants (\$29.5 million)** to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.
- **Strategic Partnerships Grants (\$4.5 million)** to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies.

District 6 Contacts:

- **Lorena Mendibles**, Senior Transportation Planner
Lorena.Mendibles@dot.ca.gov
(559) 840-6066
- **David Padilla**, Senior Transportation Planner
Dave.Padilla@dot.ca.gov
(559) 905-9371

For information about the Caltrans Sustainable Transportation Planning Grants, visit our website, at: <https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants>.

More information to follow soon.



STAFF REPORT
Board Meeting of January 20, 2021

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

SUBJECT:

Support for Funding Proposal – San Joaquin River Conservancy Circle V Public Access Plan

Enclosure: Yes

Action: Approve Letter of Support

SUMMARY:

U.S. Green Building Council (USGBC) Central California is applying for funding to start planning, public outreach, and design for a proposed Native American and Environmental Resource Center at the Circle V property located at Avenue 11 in Madera, CA. USGBC Central California proposes to develop a public access plan that will serve as a guide for future implementation projects on the 20.76 acres owned by the San Joaquin River Conservancy at Circle V. The project partners are looking to engage stakeholders and the general community in a discussion on the public usage of the building and site, including public access to the San Joaquin River, meeting spaces, offices, and landscaping elements. The goal is to adaptively reuse the existing structures and develop highly efficient office and meeting spaces with low operational cost.

MCTC staff has reviewed the request and find the project aligns with the goals and principles outlined in the 2018 Regional Transportation Plan and Sustainable Communities Strategies. A letter of support for funding has been attached to this item.

FISCAL IMPACT:

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



2001 Howard Road, Suite 201
Madera, California 93637

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

January 20, 2021

Wildlife Conservation Board
1700 9th Street, 4th Floor
Sacramento, CA 95811.

RE: **Support** for Funding Proposal – San Joaquin River Conservancy Circle V Public Access Plan

To whom it may concern,

The Madera County Transportation Commission supports U.S. Green Building Council (USGBC) Central California's application for funding to start planning, public outreach and design for a proposed Native American and Environmental Resource Center at the Circle V property located at Avenue 11 in Madera, CA. USGBC Central California proposes to develop a public access plan that will serve as a guide for future implementation projects on the 20.76 acres owned by the San Joaquin River Conservancy at Circle V. The project partners are looking to engage stakeholders and the general community in a discussion on the public usage of the building and site, including public access to the San Joaquin River, meeting spaces, offices, and landscaping elements. The goal is to adaptively reuse the existing structures and develop highly efficient office and meeting spaces with low operational cost.

This project will provide much needed access to the San Joaquin River and open space on the Madera side of the San Joaquin River. It will allow tribal members and the general public to gain access to a natural part of the river with majestic oak and sycamore trees that enhances access to nature and can serve as a starting point for wildlife exploration if made publicly accessible. By creating access to this property, management of the property will be easier to facilitate and any natural elements will be easier to protect and potential negative impact on the natural habitats can be avoided. The environmental resource center has the potential to demonstrate and provide hands-on opportunities to connect to innovative approaches to reduce GHG emissions.

The project aligns with the mission of the San Joaquin River Conservancy to develop, operate, and manage those lands for public access and recreation; and protecting, enhancing, and restoring riparian and floodplain habitat. The project also supports the Principles of Success outlines in the 2018 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) prepared by Madera County Transportation Commission. The project endeavors to achieve vision of the RTP/SCS and improve the overall quality of life in Madera County by creating supportive land use footprint with the potential to complement an integrated multimodal transportation system. The principles seek to achieve the following:

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

- *Improved quality of life* by providing effective and meaningful access to affordable housing, educational resources, jobs and open spaces/recreational facilities.
- *Prosperity* by facilitating enhanced and versatile economic viability of the region through increased access to education and new job opportunities.
- *Cultural Diversity* through projects, policies and plans which respect the region's wide variety of cultures and subcultures (each having unique needs and perspectives).
- *Health and Environment* through projects, policies and plans able to enhance economic prosperity in ways that ensure the health of its citizens, maintain and enhance the surrounding environment (cultural and socioeconomic resources).

The Madera County Transportation Commission is eager to see this project advance and supports USGBC Central California's proposal to start planning and public outreach on the San Joaquin River Conservancy Circle V project.

Sincerely,

Patricia Taylor, Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of January 20, 2021

AGENDA ITEM: 4-F

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

California Federal Lands Access Program Call for Projects

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The California Federal Lands Access Program (FLAP) Programming Decisions Committee (PDC) is currently accepting project proposals for the 2021 Call For Projects. Proposals will be accepted through May 27, 2021.

The FHWA Central Lands Division will be hosting webinars for all prospective applicants that anticipate applying for the California Federal Lands Access Program funds in the 2021 *Call for Project Proposals*. For more information visit the [USDOT Federal Highway Administration](#).

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of January 20, 2021

AGENDA ITEM: 5-G

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

Public Hearing on the Draft 2021 Federal Transportation Improvement Program (FTIP) and Draft Air Quality Conformity Analysis

Enclosure: No

Action: Conduct public hearing and receive comments for the Draft 2021 FTIP and Air Quality Conformity Analysis

SUMMARY:

NOTICE OF PUBLIC HEARING ON THE DRAFT 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND DRAFT CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission (MCTC) will hold a public hearing on January 20, 2021 at 3:00 p.m. regarding the Draft 2021 Federal Transportation Improvement Program (2021 FTIP) and the corresponding Draft Conformity Analysis for the 2021 FTIP and 2018 RTP. The purpose of this public hearing is to receive public comments on these documents. In accordance with Governor Newsom's Executive Order N-29-20, the Madera County Transportation Commission (MCTC) Board Room will be closed, and the Policy Board Members and staff will be participating in this meeting via GoToWebinar. In the interest of maintaining appropriate social distancing measures, members of the public may participate in the meeting electronically and shall have the right to observe and offer public comment during the meeting. Additional information regarding the public hearing will be included in the January 20, 2021 meeting agenda.

- The 2021 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Madera County during the next four years.
- The public notice also satisfies the Program of Projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307. If no comments are received on the proposed POP, the proposed transit program (funded with FTA Section 5307 dollars) will be the final program.

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

REASONABLE ACCOMMODATIONS: Persons who require accommodation for any audio, visual or other disability or Spanish or other interpretation in order to review an agenda, or to participate in a meeting of the Policy Board of the Madera County Transportation Commission per the American Disabilities Act (ADA), may obtain assistance by requesting such accommodation in writing. Please address your written request to the Administrative Analyst, 2001 Howard Road, Suite 201, Madera, California, or email sandy@maderactc.org, or telephonically by calling (559) 675-0721. Any such request for accommodation should be made at least 3 business days prior to the scheduled meeting for which assistance is requested.

A 30-day public review and comment period will commence on December 18, 2020 and conclude on January 17, 2021. The draft documents are available for review at the MCTC office, located at 2001 Howard Road, Suite 201, Madera, CA 93637 (by appointment) and on the MCTC website at [MCTC Draft 2021 FTIP](#).

Public comments are welcomed at the hearing or may be submitted in writing by January 17, 2021 to Jeff Findley and Dylan Stone at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC at a regularly scheduled meeting to be held on February 17, 2021. The documents will then be submitted to state and federal agencies for approval.

Contact Persons:

Draft 2021 FTIP

Jeff Findley, Principal Regional Planner

2001 Howard Road, Suite 201

Madera, CA 93637

(559) 675-0721

Jeff@maderactc.org

Draft 2021 Conformity Analysis

Dylan Stone, Principal Regional Planner

2001 Howard Road, Suite 201

Madera, CA 93637

(559) 675-0721

dylan@maderactc.org

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of January 20, 2021

AGENDA ITEM: 5-H

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

San Joaquin Joint Powers Authority Madera Station Relocation Project Final Initial Study/Mitigated Negative Declaration

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The San Joaquin Joint Powers Authority (SJPA) has prepared a Final Initial Study/Mitigated Negative Declaration, pursuant to the requirements of the California Environmental Quality Act (CEQA) for the Madera Station Relocation Project. The Final Initial Study/Mitigated Negative Declaration includes revisions to the Draft Initial Study/Mitigated Negative Declaration released on October 14, 2020. In addition, responses to all comments received during the public review period (October 14 to November 16, 2020) are included in Appendix I. If you submitted a comment, via email, letter, webpage, or during the webinars held on November 5, 2020, responses to all comments are available in Appendix I. Lastly, the Final Initial Study/Mitigated Negative Declaration also includes a Mitigation Monitoring Reporting Program, which is included as Appendix J in the document.

The Final Initial Study/Mitigated Negative Declaration, as well as referenced documents, are available for review at the Project Webpage: <https://sjpa.com/madera-station-relocation-project/>

The Final Initial Study/Mitigated Negative Declaration, along with supporting documents, will be considered for approval at the SJPA Board Meeting to be held on January 22, 2021 starting at 9 a.m. [Due to physical meeting restrictions due to COVID-19, the SJPA Board Meeting will be held online and can be accessed by members of the public by following the link in this report here, where a GoToMeeting link will be posted a week before the meeting.](#) Please join the SJPA Board Meeting on January 22, 2021 if you would like to provide any comments on the Final Initial Study/Mitigated Negative Declaration.

SJPA staff has encouraged those wishing to show support for the approval of the environmental document to attend and participate in the January 22, 2021 meeting. MCTC staff will attend and participate in the meeting.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of January 20, 2021

AGENDA ITEM: 5-1

PREPARED BY: Patricia Taylor, Executive Director
Dylan Stone, Principal Regional Planner

SUBJECT:

Madera County Transportation Commission Board Member Committee Appointments: San Joaquin Valley Regional Policy Council; California Association of Councils of Governments; San Joaquin Joint Power Authority; and California Vanpool Authority

Enclosure: No

Action: Appoint an alternate representative to the San Joaquin Valley Regional Policy Council; Appoint an alternate representative to the CALCOG Board; Appoint an alternate representative to the San Joaquin Joint Power Authority; and Appoint an alternate representative to the CalVans Board of Directors

SUMMARY:

San Joaquin Valley Policy Council

The SJV Policy Council was established in 2006 to provide a forum for the Valley to communicate, discuss and collaborate on issues that impact the entire region such as transportation, air quality, and advocacy efforts. Representation consists of two elected officials, and an alternate from the 8 San Joaquin Valley counties (San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kings, and Kern).

San Joaquin Valley Policy Council: current members are Supervisor Poythress and Supervisor Frazier. An alternative representative must be appointed.

The next meeting of the San Joaquin Valley Policy Council will be **Friday, January 22, 2021 11:00 AM-12:00 PM.**

California Association of Councils of Governments

The California Association of Councils of Governments (CALCOG) is a nonprofit, social welfare organization formed to serve regional governments.

There are currently 47 member agencies, each appointing a representative from their legislative body to serve on the CALCOG Board. And, in recognition of the inter-relationship between regional and local governments, both the California State Association of Counties

and the League of California Cities may also appoint a representative to the CALCOG Board of Directors.

CALCOG Board of Directors: current member is Supervisor Poythress as an Executive Committee member. An alternative representative must be appointed.

The next meeting of the CALCOG Board of Directors has not yet been scheduled.

San Joaquin Joint Power Authority

To protect the existing San Joaquin Rail Service and to promote its improvement, in 2012, local and regional agencies throughout most of the San Joaquin Corridor (Bakersfield-Fresno-Modesto-Stockton-Sacramento-Oakland) sponsored and supported Assembly Bill 1779 (AB 1779). This bill enabled regional government agencies to form the San Joaquin Joint Powers Authority (SJJPA) to take over the administration and management of the existing San Joaquin Rail Service from the state. AB 1779 was passed by the Legislature on August 30, 2012 with bi-partisan support and was signed by Governor Brown on September 29, 2012. The ten Member Agencies that make up the SJJPA are: Alameda County, Contra Costa Transportation Authority, Fresno Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, Sacramento Regional Transit, San Joaquin Regional Rail Commission, Stanislaus Council of Governments and Tulare County Association of Governments. Representatives on the SJJPA Board consist of one member and one alternate member from each member agency.

San Joaquin Joint Powers Authority: current member is Supervisor Frazier. An alternative representative must be appointed.

The next meeting of the SJJPA Board will be **Friday, January 22, 2021 9:00 AM-11:00 AM.**

California Vanpool Authority – CalVans Board of Directors

Sponsored by California Vanpool Authority, a public transit agency, CalVans supplies qualified drivers with late model vans to drive themselves and others to work or school. CalVans pays for the gas, maintenance, repairs, and a \$10 million insurance policy while users pay to ride the vanpool.

As a joint powers public transportation agency, CalVans comprises a number of local transportation planning agencies. Each of the agencies appoints a representative to sit on the CalVans Board and represent their area. Board members serve as local representatives, providing input and direction to the Agency.

CalVans Board Board of Directors: current member is Supervisor Poythress. An alternative representative must be appointed.

The next meeting of the Calvans Board of Directors will be **Thursday, February 11, 2021 10:00 AM-11:00 AM.**

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of January 20, 2021

AGENDA ITEM: 5-J
PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

Vacancies for Public Committees: San Joaquin Valley Rail Committee, and Social Services Transportation Advisory Council

Enclosure: No

Action: Information and Discussion Only

SUMMARY:*San Joaquin Valley Rail Committee*

The purpose of the San Joaquin Valley Rail Committee (SJVRC) is to discuss and formulate suggestions and ideas for improvements to the Amtrak San Joaquin passenger train service. The SJVRC was established in 1987 and was managed by Caltrans until the San Joaquin Joint Powers Authority (SJPA) took over management in 2015. The SJVRC is part of a larger grassroots effort by the SJPA to engage and inform citizens about the San Joaquin Rail Service.

The SJVRC is a citizen-based committee and meets 2-4 times a year. Travel reimbursement is provided when meetings are in person. Once we have appointments, we will need to submit a brief bio and letter of recommendation.

San Joaquin Valley Rail Committee: current member is Chris DaSilva of Madera. An application has been received from Terrence Flanagan of Oakhurst to serve as a member. An alternate member must be appointed.

Social Services Transportation Advisory Council

The Social Services Transportation Advisory Council (SSTAC) serves as a citizen advisory committee to the MCTC Board on matters related to public participation needs of Madera County residents. The SSTAC holds regular quarterly meetings. The Council works with staff to develop recommendations for the MCTC Board towards finding that public transportation needs that are reasonable to be met are being met.

Members of the SSTAC shall be appointed by the transportation planning agency which shall recruit candidates for appointment from a broad representation of social service and transit

providers representing the elderly, the handicapped, and persons of limited means. In appointing council members, the transportation planning agency shall strive to attain geographic and minority representation among council members.

There are vacancies for the following two SSTAC positions:

1. Potential Transit User Who Is Disabled
2. Representative of the Local Social Service Provider for Disabled

Those wishing to apply for one of the two vacant SSTAC positions can contact MCTC staff or access an application on the SSTAC Application webpage:

<https://www.maderactc.org/transportation/page/sstac-application>

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of January 20, 2021

AGENDA ITEM: 5-K
PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Award Contract – Regional Transportation Plan (RTP) EIR

Enclosure: No

Action: Award RTP EIR Contract in an amount not to exceed \$78,500

SUMMARY:

MCTC staff prepared a request for proposals (RFP) to prepare a Program Environmental Impact Report (PEIR) for the 2022 Madera County Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

The 2022 RTP/SCS will serve as the planning guide containing transportation policies and projects which guide this county for the next 23 years (to fiscal year 2045). The Consultant will be retained in order to prepare a PEIR to assess county-wide environmental impacts of the RTP/SCS and focus on broad policy alternatives and mitigation measures and adhere to all applicable requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines (Sections 15120-15132). The project will culminate in the Fall of 2022 in tandem with the completion of the 2022 RTP/SCS.

The RFP was released on November 20, 2020. Notification was placed on the MCTC website and the RFP was emailed to 45 firms including DBE firms. Proposals were due on January 5, 2021. One proposal was received from VRPA Technologies, Inc. The proposal was reviewed and deemed responsive to the RFP. Staff recommends awarding the base EIR contract to VRPA Technologies in an amount not to exceed \$78,500 with an additional amount of \$22,000 for possible on-call environmental analysis activities that are unknown at this time.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget. Already included in the budget.



STAFF REPORT
Board Meeting of January 20, 2021

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

SUBJECT:

California Inland Port Feasibility Study

Enclosure: No

Action: Support the Phase II Inland Port Feasibility Study Analysis in the amount of \$10,000

SUMMARY:

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 (GLDPartners), 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.

The Preliminary Business Model concluded that a California inland port rail system is viable and that it would greatly reduce the amount of truck traffic and associated air pollution emissions on Valley highways by allowing goods to be shipped via railway instead of on heavy-duty trucks. The report also concluded that engaging the railroad companies and the State of California to play a leadership role in the project's implementation is needed.

A supporting air quality analysis performed by the San Joaquin Valley Air Pollution Control District showed that the movement of freight via rail has the potential of yielding significant emissions benefits: Nitrogen Oxide (NOx) emissions were reduced by as much as 83 percent and greenhouse gas emissions were reduced by as much as 93 percent.

The study also concluded that a Central Valley inland port would support new job creation and investment growth by fundamentally repositioning the economic competitiveness of the Central Valley. With a more robust and efficient distribution system and direct rail service to and from the deep-water seaports, costs for shippers that manage global supply chains would be reduced, and the Central Valley would become much more attractive to high-value manufacturing sectors.

The project sponsors have met with State officials and Caltrans and were encouraged to apply for a Sustainable Transportation Planning Grant for the second phase of the study. The project sponsors are requesting \$80,000 in support from the San Joaquin Valley Regional Transportation Planning Agencies to contribute toward the grant's matching requirement.

Phase II 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.

This item was brought to the attention of San Joaquin Valley Regional Planning Agencies' Directors' Committee during several meetings in the month of November 2020. The Directors' Committee met with Pete Weber of California Forward and the project consultants. The Directors' Committee is supportive of the project in concept as it would alleviate truck traffic on State Route 99, provide emission reduction benefits, and the project aligns with the State of California's climate goals and initiatives. It should be noted that the Merced County Association of Governments will not participate in the Phase II study.

Fresno COG has been designated as the lead agency to submit the Caltrans Sustainable Transportation Planning Grant application which will be due in late January 2021. It is anticipated the total cost of the Phase II study will be approximately \$450,000. The application to Caltrans would fund approximately \$250,000 of the total, with other cash contributions coming from the ports, the San Joaquin Valley Regional Planning Agencies, and other partners.

It is recommended that the Madera County Transportation Commission Policy Board support the Phase II Inland Port Feasibility Study Analysis in the amount of \$10,000 and to incorporate into the FY 2021-22 Budget.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of January 20, 2021

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

SUBJECT:

Madera County Grand Jury FY 2019-2020 Final Report

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The Madera County Grand Jury has issued their FY 2019-2020 Final Report. The report can be found [here](#). The report includes findings and recommendations regarding public transportation in Madera County. MCTC staff received a copy of the report on December 21, 2020. Staff is currently drafting a response as required within 90 days.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of January 20, 2021

AGENDA ITEM: 7-N

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes –November 18, 2020

Enclosure: Yes

Action: Approve Minutes

SUMMARY:

Attached are the Executive Minutes for the November 18, 2020 Policy Board Meeting.

FISCAL IMPACT:

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

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: November 18, 2020
Time: 3:00 pm
Place: MCTC Conference Room

GoToMeeting Webinar

Members Present: Chairman, Max Rodriguez, Supervisor, Madera County
Vice Chairman, Jose Rodriguez, Councilmember, City of Madera
Andrew Medellin, Mayor, City of Madera
Waseem Ahmed, Councilmember City of Chowchilla
Brett Frazier, Supervisor Madera County
Tom Wheeler, Supervisor Madera County

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
Amelia Davies, Associate Regional Planner - Absent
Evelyn Espinosa, Associate Regional Planner
Sandy Ebersole, Administrative Analyst
Sheila Kingsley, Office Assistant - Absent

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.

Patricia Taylor, MCTC Executive Director, informed the Policy Board that California Transportation Commission staff is recommending approval of the Caltrans, District 6 and MCTC joint Trade Corridor Enhancement Program grant application for the SR 99 Avenue 7 – Ave 12 (ROW) mobility project. The staff recommendation will be presented to the California Transportation Commission for approval at its December 2, 2020 meeting.

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. TRANSPORTATION CONSENT ITEMS

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

- A. 2021 Meeting Schedule
Action: Information and Discussion Only
- B. 2020 Traffic Monitoring Program Report
Action: Accept the 2020 Traffic Monitoring Program Report
- C. SB-1 Sustainable Communities Grant SR 233/Robertson Blvd Multimodal Corridor Study, Draft Final Report
Action: Information and Discussion Only
- D. Memorandum of Understanding for the San Joaquin Valley Regional Early Action Planning Committee for Housing
Action: Authorize Executive Director to sign and execute REAP Memorandum of Understanding (MOU)
- E. Caltrans Interregional Transportation Strategic Plan Workshops
Action: Information and Discussion Only
- F. Request for Proposals – Program Environmental Impact Report for the 2022 Madera County Regional Transportation Plan and Sustainable Communities Strategy
Action: Authorize release of Request for Proposals
- G. MCTC 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 18 – (Type 1 – Administrative Modification)
Action: Ratify

Transportation Consent Calendar Action on Items A-G.

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

Roll call for votes: Commissioner Max Rodriguez – Yes
 Commissioner Jose Rodriguez – Yes
 Commissioner Tom Wheeler -Yes
 Commissioner Andy Medellin – Yes
 Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier- Yes
 Vote passed 6-0

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

H. Transportation Funding Programs Update

Action: Information and Discussion Only

I. Nominations to fill San Joaquin Valley Rail Committee Vacancies

The MCTC is requested to appoint two new members to the SJV Rail Committee (citizen committee). The Policy Board discussed and requested staff to reach out to Supervisor Rodriguez, and inquire if interested.

Action: Information and Discussion Only

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

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

Roll call for votes: Commissioner Max Rodriguez – Yes
 Commissioner Jose Rodriguez – Yes
 Commissioner Tom Wheeler -Yes
 Commissioner Andy Medellin – Yes
 Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier - Yes
 Vote passed 6-0

7. ADMINISTRATIVE CONSENT ITEMS

J. Approval of Executive Minutes of the October 21, 2020 Regular Meeting.

Action: Approve Minutes of the October 21, 2020 Regular Meeting

K. Award Contract – Triennial Performance Audit

Action: Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Jose Rodriquez to authorize staff to enter a contract with Moore & Associates to conduct the Triennial Performance Audit for fiscal years 2017-18 through 2020. A vote was called, and the motion carried.

Roll call for votes: Commissioner Max Rodriguez – Yes
 Commissioner Jose Rodriguez – Yes
 Commissioner Tom Wheeler -Yes
 Commissioner Andy Medellin – Yes
 Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier - Yes
 Vote passed 6-0

Administrative Consent Calendar Action J-K

Upon motion by Commissioner Brett Frazier, seconded by Commissioner Jose Rodriquez to approve the Administrative Consent Calendar Items J-K. A vote was called, and the motion carried.

Roll call for votes: Commissioner Max Rodriguez – Yes
 Commissioner Jose Rodriguez – Yes
 Commissioner Tom Wheeler -Yes
 Commissioner Andy Medellin – Yes
 Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier - Yes
 Vote passed 6-0

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

None

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

None

10. AUTHORITY – ACTION/DISCUSSION ITEMS

L. Measure T Citizens’ Oversight Committee Members Recognition

Action: Recognize outgoing members for their service

M. Measure T Citizens’ Oversight Committee Member Reappointments

Action: Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Brett Frazier to reappoint Mr. John Reed and Mr. Tom Kellner to serve a second term on the Measure T Citizens’ Oversight Committee. A vote was called, and the motion carried.

Roll call for votes: Commissioner Max Rodriguez – Yes
 Commissioner Jose Rodriguez – Yes
 Commissioner Tom Wheeler -Yes
 Commissioner Andy Medellin – Yes
 Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier - Yes
 Vote passed 6-0

OTHER ITEMS

11. MISCELLANEOUS

N. Items from Caltrans

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

O. Items from Staff

Patricia Taylor, MCTC Executive Director shared the following:

1. Attend the November 2020 Focus on the Future Conference. Highlights included: (a) the need to reauthorize Fixing America’s Surface Transportation (FAST) Act. The current Act, which was extended, expires September 2021, and (b) discussed election impacts and prospects for Federal Transportation activity.
2. Presented Certificates of Appreciation. The certificates were presented to Commissioner’s Max Rodriguez and Commissioner Andy Medellin for their commitment and years of service with the Commission.
3. Informed the Board that Amelia Davies, Associate Regional Planner, provided her resignation, and her last day with the Commission is January 6, 2021.

P. Items from Commissioners

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

12. CLOSED SESSION

None

13. ADJOURNMENT

Meeting adjourned at 4:24 p.m.

Next meeting scheduled for Wednesday, January 20, 2021

Respectfully Submitted,



Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of January 20, 2021

AGENDA ITEM: 8-0

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

MCTC Financial and Transportation Development Act (TDA) Fund Audit for Fiscal Year ended June 30, 2020

Enclosure: Yes

Action: Accept MCTC Financial and TDA Fund Audit for Fiscal Year ended June 30, 2020

SUMMARY:

The Audit Report of the MCTC Administrative and Planning Grant Funds and TDA Funds for FY 2019-20 has been completed by Price, Paige, & Company Accountancy Corporation. The independent auditor's report expressed an unmodified opinion on the financial statements of the Commission and an unmodified opinion on the independent auditor's report for compliance of major programs.

The auditor did not note any adverse findings. However, MCTC management received two verbal comments for best practices implementation: "The first verbal comment pertains to management's review of the budget vs. actual. For best practice, we recommend Patricia review the budget periodically through email or keep a paper trail with her initials documenting her review. The second verbal comment pertains to journal entries. We recommend Patricia to review journal entries that [Troy] prepares." MCTC management has already begun implementing the recommendations received from the verbal comments.

Staff from Price, Paige, and Company will give a brief presentation of the audit report.

FISCAL IMPACT:

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

**MADERA COUNTY TRANSPORTATION
COMMISSION**

FINANCIAL STATEMENTS

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

JUNE 30, 2020

TABLE OF CONTENTS

	<u>Page</u>
Independent Auditor’s Report	1
Management’s Discussion and Analysis.....	4
 <u>BASIC FINANCIAL STATEMENTS</u>	
Government-Wide Financial Statements:	
Statement of Net Position	12
Statement of Activities.....	13
Fund Financial Statements:	
Governmental Funds:	
Balance Sheet	16
Reconciliation of the Governmental Fund Balance Sheet to the Government-Wide Statement of Net Position	17
Statement of Revenues, Expenditures and Changes in Fund Balances	18
Reconciliation of the Statement of Revenues, Expenditures and Changes in Fund Balances of the Governmental Fund to the Government-Wide Statement of Activities	19
Fiduciary Funds:	
Statement of Fiduciary Net Position – Private-Purpose Trust Fund	20
Statement of Changes in Fiduciary Net Position – Private-Purpose Trust Fund	21
Notes to the Basic Financial Statements	24
 <u>REQUIRED SUPPLEMENTARY INFORMATION</u>	
Budgetary Comparison Schedule – General Fund	36
Notes to the Budgetary Comparison Schedule.....	37
 <u>SUPPLEMENTARY INFORMATION</u>	
Fiduciary Funds:	
Combining Statement of Net Position – Private-Purpose Trust Funds	42
Combining Statement of Changes in Net Position – Private-Purpose Trust Fund	43
Schedule of Expenditures of Federal Awards.....	44
Notes to the Schedule of Expenditures of Federal Awards	45

JUNE 30, 2020

TABLE OF CONTENTS
(Continued)

	<u>Page</u>
<u>OTHER INFORMATION</u>	
Other Schedules:	
Schedule of Apportionments by Purpose – State Transit Assistance Fund	48
Schedule of Allocations by Purpose – Local Transportation Fund	49
Schedule of Disbursements by Purpose – State Transit Assistance Fund.....	50
Schedule of Disbursements by Purpose – Local Transportation Fund.....	51
Schedule of Allocations, Disbursements and Unexpended Allocations State Transit Assistance Fund	52
Schedule of Allocations, Disbursements and Unexpended Allocations Local Transportation Fund	53
Schedule of Grant Receipts and Expenditure Claims.....	54
Schedule of Insurance Coverage.....	55
Schedule of Cost Allocation Plan Reconciliation and Fixed Rate Overhead Carryover.....	56
<u>OTHER AUDITOR’S REPORTS</u>	
Independent Auditor’s Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	59
Independent Auditor’s Report on Compliance for Each Major Federal Program and on Internal Control Over Compliance Required by the Uniform Guidance	61
Independent Auditor’s Report on Compliance - <i>Local Transportation Fund</i>	63
Independent Auditor’s Report on Compliance - <i>Public Transportation Modernization Improvement and Service Enhancement Account Fund</i>	65
<u>FINDINGS AND QUESTIONED COSTS</u>	
Schedule of Findings and Questioned Costs.....	68
Summary Schedule of Prior Audit Findings	70

INDEPENDENT AUDITOR'S REPORT

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

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, the General Fund, and the aggregate remaining fund information of the of Madera County Transportation Commission (the Commission) as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

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

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the General Fund, and the aggregate remaining fund information of the Madera County Transportation Commission, as of June 30, 2020, and the respective changes in financial position thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and budgetary comparison information on pages 4-9 and 36-37 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Commission's basic financial statements. The fiduciary funds combining statements, and schedule of expenditures of federal awards (Supplementary Information), as required Title 2 U.S. Code of Federal Regulations *Part 200*, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, are presented for purposes of additional analysis and are not a required part of the basic financial statements.

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

The Other Information, as listed in the table of contents, have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated January 6, 2021, on our consideration of the Commission's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Commission's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Commission's internal control over financial reporting and compliance.

Price Pange & Company

Clovis, California
January 6, 2021

MANAGEMENT'S DISCUSSION AND ANALYSIS

**MADERA COUNTY TRANSPORTATION COMMISSION
MANAGEMENT’S DISCUSSION AND ANALYSIS
JUNE 30, 2020**

As management of the Madera County Transportation Commission (the “Commission”), we offer readers of the Commission’s financial statements this narrative overview and analysis of the financial activities of the Commission for the fiscal year ended June 30, 2020. We encourage the readers to consider the information presented here in conjunction with the Commission’s financial audit.

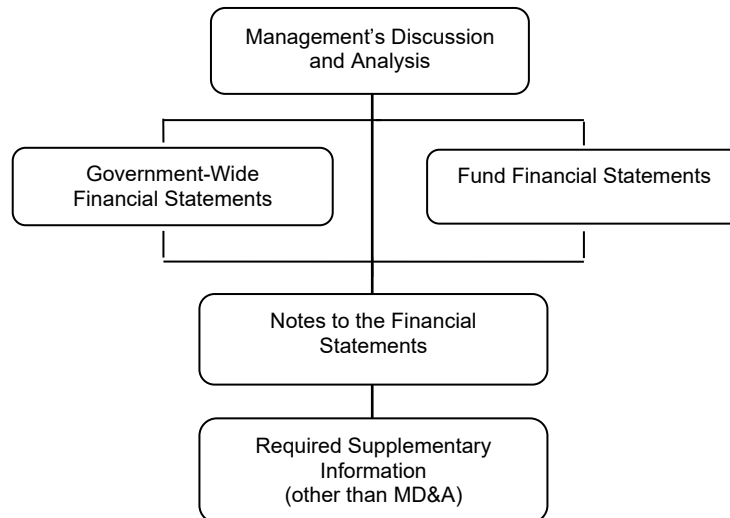
Financial Highlights

- ◆ The assets of the Commission exceeded its liabilities at the close of the fiscal year by \$1,019,858 (net position).
- ◆ The Commission’s total net position for the fiscal year ended June 30, 2020, decreased by \$226,391 primarily due to higher than expected expenditures.
- ◆ As of the close of the current fiscal year, the Commission’s governmental fund reported an ending fund balance of \$1,036,824, a decrease of \$247,488 in comparison with the prior year. Approximately \$1,021,733 is available for spending at the Commission’s discretion (assigned fund balance).

Overview of the Financial Statements

This discussion and analysis are intended to serve as an introduction to the Commission’s basic financial statements. The Commission’s basic financial statements are comprised of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements (see Figure 1). This report also contains other supplementary information in addition to the basic financial statements themselves.

**Required Components of Annual Financial Report
Figure 1**



Basic Financial Statements

The first two statements in the basic financial statements are **Government-Wide Financial Statements**. They provide both short and long-term information about the Commission's financial status.

The next statements are **Fund Financial Statements**. These statements focus on the activities of the individual parts of the Commission's government. These statements provide more detail than the government-wide statements. There are two parts to the Fund Financial Statements: 1) the governmental fund statements and 2) the fiduciary and agency fund statements.

The next section of the basic financial statements is the **Notes**. The notes to the financial statements explain in detail some of the data contained in those statements. After the notes, **supplementary information** is provided to show details about the Commission's non-major governmental funds which are added together in one column on the basic financial statements. Budgetary information required by the General Statutes also can be found in this part of the statements.

Government-wide financial statements. The government-wide financial statements are designed to provide readers with a broad overview of the Commission's finances, in a manner like a private-sector business, and consist of the following two statements:

The statement of net position presents information on the Commission's assets and liabilities, with the difference between the two reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Commission is improving or deteriorating.

The statement of activities presents information showing how the Commission's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows. Thus, the revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods.

The government-wide financial statements report on the function of the Commission that is principally supported by local, state, and federal funding. The Commission's function is to foster intergovernmental coordination; undertake comprehensive regional planning with an emphasis on transportation issues; provide a forum for citizen input into the planning process; and to provide technical services to its member agencies (City of Madera, County of Madera, and the City of Chowchilla). In all these activities, the Commission works to develop a consensus among its members with regards to multi-jurisdictional transportation issues.

The government-wide financial statements can be found on pages 12 through 13 of this report.

Fund financial statements. A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Madera County Transportation Commission, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

**MADERA COUNTY TRANSPORTATION COMMISSION
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2020**

Item O.

Governmental Funds. Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, tax revenue fund financial statements focus on near-term inflows and outflows of spendable resources, as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

The basic governmental fund financial statements can be found on pages 16 through 19 of this report.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

Fiduciary Trust Funds. Trust funds are used to account for resources held for the benefit of parties outside the Commission. The Commission has six trust funds (STA, LTF, RSTP, PTMISEA, SGR, and LCTOP). Trust funds are not reflected in the government-wide financial statements because the resources of those funds are not available to support the Commission's programs.

The basic trust fund financial statements can be found on pages 20 through 21 of this report.

Notes to the Financial Statements. The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements.

The notes to the financial statements can be found on pages 24 through 34 of this report.

Other Information. This report also presents certain required supplemental information concerning compliance with the Commission's annual budget for the general fund which is the Commission's main operating fund. This information and associated notes immediately follow the basic financial statements and their accompanying notes.

**MADERA COUNTY TRANSPORTATION COMMISSION
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2020**

Item O.

Government-Wide Financial Analysis

Below is a summary of the government-wide financial statements for the fiscal year ended June 30, 2020.

Net position may serve over time as a useful indicator of a government's financial position. In the case of the Commission, assets exceeded liabilities by \$1,019,858 at the close of the fiscal year 2019-2020.

**MCTC Net Position
Figure 2**

	<u>2020</u>	<u>2019</u>
Current and other assets	\$ 1,263,489	\$ 1,370,936
Capital assets, net	<u>13,486</u>	<u>17,932</u>
Total assets	<u>1,276,975</u>	<u>1,388,868</u>
Long-term liabilities	65,863	55,995
Other liabilities	<u>191,254</u>	<u>86,624</u>
Total liabilities	<u>257,117</u>	<u>142,619</u>
Net position:		
Net investment in capital assets	13,486	17,932
Unrestricted	<u>1,006,372</u>	<u>1,228,317</u>
Total net position	<u>\$ 1,019,858</u>	<u>\$ 1,246,249</u>

**MCTC Changes in Net Position
Figure 3**

	2020	2019
Revenues:		
Program revenues:		
Charges for Services	\$ 343,367	\$ 357,638
Operating grants and contributions	1,055,400	938,409
General revenues:		
Investment income	7,641	6,690
Miscellaneous	35,411	35,406
Total revenues	1,441,819	1,338,143
Expenses:		
Transportation planning	1,668,210	1,307,717
Total expenses	1,668,210	1,307,717
Change in net position	(226,391)	30,426
Net position - beginning	1,246,249	1,215,823
Net position - ending	\$ 1,019,858	\$ 1,246,249

Governmental Activities: The Commission's net position decreased by \$226,391 for the fiscal year ended June 30, 2020. The Figure 3 table above indicates the changes in net position for governmental activities. The key element of this decrease is primarily attributable to higher than expected expenditures. Budget and fund financial statements reflect the modified accrual basis of accounting under U.S. generally accepted accounting principles. Under this approach, capital assets purchased and debt principal payments are recorded as expenditures. Further, revenues are accrued if measurable and available within the Commission's availability period established at 90 days. Conversely, the statement of activities is reported under the accrual basis of accounting, which capitalizes capital asset purchases, reduces liabilities by principal payments and recognizes revenues collected after the 90-day period.

The Commission's Fund

As the Commission completed this year, our governmental funds reported a combined liabilities and fund balance of \$1,263,489 which is a decrease of \$107,447 from last year due to higher than expected expenditures.

General Fund Budgetary Highlights

During the fiscal year, the Commission revised the budget on three occasions. Generally, budget amendments fall into one of three categories: 1) amendments made to adjust the estimates that are used to prepare the original budget ordinance once exact information is available; 2) amendments made to recognize new funding amounts from external sources, such as Federal and State grants; and 3) increases in appropriations that become necessary to maintain services.

**MADERA COUNTY TRANSPORTATION COMMISSION
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2020**

Item O.

The Commission adopts an annual budget for its General Fund. The budget is a legally adopted document that incorporates input from the Technical Advisory Committee, the management of the Commission, and the decisions of the Policy Board about which services to provide and how to pay for them. It also authorizes the Commission to obtain funds from identified sources to finance these current period activities. The budgetary statement provided for the General Fund demonstrates how well the Commission complied with the budget ordinance whether the Commission succeeded in providing the services as planned when the budget was adopted. The budgetary comparison statement uses the budgetary basis of accounting.

During the year there was a \$161,165 increase in revenue between the original budget and the final budget for the General Fund primarily as a result of higher planned expenditures. Actual revenues were less than the final budget by \$598,031 and expenditures were less than the final budget by \$350,543. The net effect of these differences results in a change in fund balance in the general fund of \$247,488.

Long-Term Obligations

At the end of 2020, the Commission had \$65,863 in debt outstanding. The debt consisted of compensated absences (see Note 5).

Contacting Madera County Transportation Commission's Financial Manager

This financial report is designed to provide federal and state oversight agencies, taxpayers, and creditors with a general overview of Madera County Transportation Commission's finances and to demonstrate Madera County Transportation Commission's accountability for the money it receives. Additional financial information can be obtained by contacting Patricia S. Taylor, Executive Director, Madera County Transportation Commission, 2001 Howard Road, Suite 201, Madera, California 93637.

THIS PAGE IS LEFT BLANK INTENTIONALLY.

GOVERNMENT-WIDE FINANCIAL STATEMENTS

**MADERA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF NET POSITION
JUNE 30, 2020**

Item O.

	<u>Governmental Activities</u>
ASSETS	
Cash and investments	\$ 268,676
Due from other governments	979,722
Prepaid expenses	15,091
Capital assets:	
Depreciable, net	<u>13,486</u>
Total assets	<u>1,276,975</u>
LIABILITIES	
Accounts payable	171,838
Accrued liabilities	19,416
Long-term liabilities:	
Portion payable within one year:	
Compensated absences	4,199
Portion payable after one year:	
Compensated absences	<u>61,664</u>
Total liabilities	<u>257,117</u>
NET POSITION	
Net investment in capital assets	13,486
Unrestricted	<u>1,006,372</u>
Total net position	<u>\$ 1,019,858</u>

The notes to the basic financial statements are an integral part of this statement.

**MADERA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2020**

Item O.

Functions/Programs	Expenses	Program Revenues		Net (Expense) Revenue and Changes in Net Position
		Charges for Services	Operating Grants and Contributions	Governmental Activities
Governmental activities:				
Transportation planning	\$ 1,668,210	\$ 343,367	\$ 1,055,400	\$ (269,443)
Total governmental activities	<u>\$ 1,668,210</u>	<u>\$ 343,367</u>	<u>\$ 1,055,400</u>	<u>(269,443)</u>
General revenue:				
Investment income				7,641
Miscellaneous				<u>35,411</u>
Total general revenue				<u>43,052</u>
Change in net position				(226,391)
Net position - beginning				<u>1,246,249</u>
Net position - ending				<u>\$ 1,019,858</u>

The notes to the basic financial statements are an integral part of this statement.

THIS PAGE IS LEFT BLANK INTENTIONALLY.

FUND FINANCIAL STATEMENTS

**MADERA COUNTY TRANSPORTATION COMMISSION
BALANCE SHEET
GOVERNMENTAL FUND
JUNE 30, 2020**

Item O.

	<u>General Fund</u>
ASSETS	
Cash and investments	\$ 268,676
Due from other governments	979,722
Prepaid expenses	15,091
Total assets	\$ 1,263,489
LIABILITIES	
Accounts payable	\$ 171,838
Accrued liabilities	19,416
Total liabilities	191,254
DEFERRED INFLOWS OF RESOURCES	
Unavailable revenue	35,411
Total deferred inflows of resources	35,411
FUND BALANCE	
Nonspendable:	
Prepaid expenses	15,091
Assigned:	
Transportation planning	1,021,733
Total fund balance	1,036,824
Total liabilities, deferred inflows of resources, and fund balance	\$ 1,263,489

**MADERA COUNTY TRANSPORTATION COMMISSION
RECONCILIATION OF THE GOVERNMENTAL FUND BALANCE SHEET
TO THE GOVERNMENT-WIDE STATEMENT OF NET POSITION
JUNE 30, 2020**

Item O.

Amounts reported for governmental activities in the statement of net position are different because:

Fund balance - governmental fund		\$ 1,036,824
Capital assets used in governmental activities are not financial resources, and therefore, are not reported in the governmental fund.		
Cost of capital assets	43,696	
Accumulated depreciation	(30,210)	13,486
Compensated absences are not due and payable in the current period and, therefore, are not reported as liabilities in the governmental fund.		
		(65,863)
Revenues which are deferred on the fund balance sheet, because they are not available currently, are taken into revenue in the statement of activities.		
		35,411
Net position of governmental activities		\$ 1,019,858

**MADERA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
GOVERNMENTAL FUND
FOR THE YEAR ENDED JUNE 30, 2020**

Item O.

	<u>General Fund</u>
REVENUES	
Aid from federal government	\$ 888,275
Aid from state government	167,125
Charges for services	343,367
Interest revenue	7,641
Total revenues	1,406,408
EXPENDITURES	
Current:	
Transportation:	
Salaries and benefits	984,342
Planning and administration	408,017
Supplies and services	261,537
Total expenditures	1,653,896
Net change in fund balance	(247,488)
Fund balance - beginning	1,284,312
Fund balance - ending	\$ 1,036,824

**MADERA COUNTY TRANSPORTATION COMMISSION
RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES OF THE GOVERNMENTAL FUND TO THE
GOVERNMENT-WIDE STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2020**

Amounts reported for governmental activities in the statement of activities are different because:

Net change in fund balance - governmental fund \$ (247,488)

Governmental funds report capital outlays as expenditures. However, in the statement of activities the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense. This is the amount by which capital outlay exceeds depreciation expense in the current year. (4,446)

In the statement of activities, compensated absences expenses are measured by the amounts earned during the year. In governmental funds, however, expenditures for these items are measured by the amount of financial resources used (essentially the amounts paid). (9,868)

Revenues in the statement of activities that do not provide current financial resources are not reported as revenue in the funds. 35,411

Change in net position of governmental activities \$ (226,391)

**MADERA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF FIDUCIARY NET POSITION
PRIVATE-PURPOSE TRUST FUND
JUNE 30, 2020**

Item O.

	Trust Fund
ASSETS	
Investments	\$ 19,489,366
Due from other governments	1,635,665
Total assets	21,125,031
LIABILITIES	
Due to local agencies	6,002,749
Total liabilities	6,002,749
NET POSITION	
Held in trust for other governments	15,122,282
Total net position	\$ 15,122,282

**MADERA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
PRIVATE-PURPOSE TRUST FUND
FOR THE YEAR ENDED JUNE 30, 2020**

Item O.

	Trust Fund
ADDITIONS	
Sales tax	\$ 4,566,384
Intergovernmental	3,675,227
Investment earnings	303,249
Total additions	8,544,860
DEDUCTIONS	
Administration expense	232,400
LTF claims paid	4,590,324
STA distributions	1,364,574
PTMISEA distributions	592,432
RSTP distributions	1,187,991
Total deductions	7,967,721
Change in net position	577,139
Net position - beginning	14,545,143
Net position - ending	\$ 15,122,282

THIS PAGE IS LEFT BLANK INTENTIONALLY.

NOTES TO THE BASIC FINANCIAL STATEMENTS

**MADERA COUNTY TRANSPORTATION COMMISSION
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Scope of Financial Reporting Entity

The Madera County Transportation Commission (the Commission) is the Regional Transportation Planning Agency for Madera County. The Commission's members are the County of Madera, City of Madera, and the City of Chowchilla. The Commission's role is to foster intergovernmental coordination, undertake comprehensive regional planning with an emphasis on transportation issues, provide a forum for citizen input into the planning process and to provide technical services to its member agencies. In all these activities, the Commission works to develop a consensus among its members with regards to multijurisdictional transportation issues. The Commission is the Regional Transportation Planning Agency (RTPA) for Madera County. In addition, the Commission also serves as staff for the Madera County Transportation Authority, which administers funding collected as part of the Measure T transportation funding initiative. As the designated RTPA, the Commission is responsible for a wide variety of actions supporting a continuous, comprehensive and coordinated planning process. In this regard, the Commission is responsible for the development of a Regional Transportation Plan (RTP) and Regional Transportation Improvement Plan (RTIP). As the RTPA, the Commission is also responsible for administering Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Local Transportation Funds (LTF), and other transportation-related funds, as well as identifying regionally significant projects and developing funding strategies to address them. As the RTPA, the Commission is responsible for outlining and implementing transit plans that align with the Regional Transportation Plan Guidelines so as to ensure the region continues to receive federal and state funding for ongoing public transportation development. The Commission Board of Commissioners is comprised of three members from the Madera County Board of Supervisors, two members from the Madera City Council, and one member from the Chowchilla City Council.

Basic Financial Statements

The basic financial statements consist of the following:

- ◆ Government-wide financial statements
- ◆ Fund financial statements
- ◆ Notes to the basic financial statements

The government-wide financial statements consist of the statement of net position and the statement of activities, and report information on all of the non-fiduciary activities of the primary government and its component units if applicable. As a general rule, the effect of interfund activity has been eliminated from the government-wide financial statements. All internal balances in the statement of net position have been eliminated.

Both of the government-wide financial statements distinguish functions of the Commission that are principally supported by taxes and intergovernmental revenues (governmental activities).

The statement of activities demonstrates the degree to which the direct and indirect expenses of a given function are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or activity. Indirect expenses are allocated based on the annual cost allocation plan. Program revenues include: 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or activity; and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function. Other items, not properly included among program revenues, are reported instead as general revenues.

Separate fund financial statements are provided for the General Fund and fiduciary funds, even though the latter are excluded from the government-wide financial statements.

**MADERA COUNTY TRANSPORTATION COMMISSION
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Measurement Focus, Basis of Accounting and Financial Statements

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting, as are the fiduciary funds financial statements. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements have been met.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Commission considers revenues to be available if they are collected within 90 days of the end of the current fiscal period. Grants and similar items are recognized as revenue as soon as all eligibility requirements have been met. Expenditures are recorded when the related liability is incurred, except for compensated absences and claims and judgments, which are recognized as expenditures to the extent they have matured. General capital asset acquisitions are reported as expenditures in governmental funds.

The fund financial statements provide information about the Commission's individual funds including the general fund and trust funds. Separate statements for each fund category are presented. The balance sheet and the statement of revenues, expenditures and changes in fund balances focus on the presentation of a major governmental fund, the General Fund. These two statements are used to report information regarding the Commission's own operations and programs. The statement of fiduciary net position and the statement of changes in fiduciary net position provide information regarding the sales tax proceeds, aid from the State Government, and related disbursements. Disbursements of the trust funds during the fiscal year ended June 30, 2020, were made to the Cities of Madera and Chowchilla and the County of Madera.

The accounts of the Commission are organized on the basis of funds. A fund is an independent fiscal and accounting entity with a self-balancing set of accounts. Fund accounting segregates funds according to their intended purpose and is used to aid management in demonstrating compliance with finance-related legal and contractual provisions. The minimum number of funds is maintained consistent with legal and managerial requirements.

The Commission reports the following major governmental fund:

General Fund – the Commission's primary operating fund. It accounts for all the financial resources and the legally authorized activities of the Commission except those required to be accounted for in other specialized funds.

Additionally, the Commission reports the following fiduciary fund:

Private-purpose Trust Fund – used to account for Local Transportation Funds, State Transit Assistance Funds, Regional Surface Transportation Funds, State of Good Repair Fund, Low Carbon Transit Operations Program Fund, and Public Transportation Modernization, Improvement, and Service Enhancement Account Funds held by the Commission in a trustee capacity.

**MADERA COUNTY TRANSPORTATION COMMISSION
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Cash and Investments

The Commission deposits all funds received in the County of Madera (The County) Treasury and advances funds monthly from the Treasury to a commercial checking account to cover expenditures.

Deposits with Financial Institutions

Deposits with financial institutions are fully insured or collateralized by securities in the government's name.

Deposits with the Madera County Treasury

Funds in the County Treasury participate in the County's pooled investments, an external investment pool. The County Treasurer invests the Commission's excess cash in an external investment pool on behalf of the Commission and other governments maintaining cash in the County Treasury. The County apportions a portion of the interest earned on pooled investments on the basis of the fund's average balance. Investment policies and associated risk factors applicable to the Madera County Transportation Commission are those of the County of Madera. All of the County's investments in securities are insured, registered, or are held by the County or its agents in the County's name.

The County of Madera Board of Supervisors exercises primary oversight responsibility for the County of Madera's investments. The County Treasurer manages the portfolio and reports results to the Board. A Madera County Oversight Committee consisting of the County Treasurer and Auditor-Controller and a third member representing the County schools (the primary external pool participant) also monitors the Treasury's investment on a regular basis. No regulatory agency outside of the County of Madera exercises any regulatory responsibilities over the County's investments. The County's pool is not registered with the SEC as an investment company.

Capital Assets

Capital assets are reported in the government-wide financial statements. Capital assets are defined by the Commission as assets with an estimated useful life in excess of one year. The Commission's policy has set the capitalization threshold at \$5,000.

When purchased, such assets are recorded as expenditures in the governmental fund. The valuation basis for capital assets is historical cost, or where historical cost is not available, estimated historical cost based on replacement cost. Donated capital assets are capitalized at estimated fair market value on the date donated.

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend assets lives are not capitalized. Capital assets are depreciated using the straight-line method over the following estimated useful lives:

Computer equipment	5 to 10 years
Office furniture and equipment	5 to 10 years
Traffic monitoring equipment	5 to 10 years
Computer software	5 years

**MADERA COUNTY TRANSPORTATION COMMISSION
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Interfund Balances

On fund financial statements, receivables and payables resulting from short-term interfund loans are classified as "interfund receivables/payables." These amounts are eliminated in the governmental activities column of the statement of net position.

Accounts Payable

Accounts payable reported on the financial statements of the Commission are amounts that are due and payable at year-end and, thereby, accrued as an expense and liability. Accounts payable primarily consist of professional and specialized services and office expenses.

Unearned Revenue

Unearned revenue is that for which asset recognition criteria have been met, but for which revenue recognition criteria have not been met. The Commission typically records unearned revenues related to intergovernmental revenues (primarily grants and subventions) received but not earned (qualifying expenditures not yet incurred).

Unavailable Revenue

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

Compensated Absences

Compensated absences are accrued as a liability as the benefits are earned. The entire compensated absence liability is reported on the government-wide statement of net position. Earned compensated absences are made up of accrued vacation payable and vested accrued sick leave payable as determined by policy established by the Board of Commissioners. The Commission's policy states that accrued vacation must be paid in full, up to a maximum accrual amount ranging from 240 to 360 hours, depending on the number of years of service. Accrued sick leave is paid on a percentage basis on number of years in service.

Overhead

Administrative and office overhead is allocated to each project on the basis of the Commission's approved indirect cost rate. Professional and specialized services are charged directly to the applicable project.

**MADERA COUNTY TRANSPORTATION COMMISSION
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Fund Balance Classification

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

- **Nonspendable:** This classification includes amounts that cannot be spent because they are either (a) not in spendable form or (b) are legally or contractually required to be maintained intact.
- **Restricted:** This classification includes amounts for which constraints have been placed on the use of the resources either (a) externally imposed by creditors (such as through a debt covenant), grantors, contributors, or laws or regulations of other governments, or (b) imposed by law through constitutional provisions or enabling legislation.
- **Committed:** This classification includes amounts that can be used only for specific purposes pursuant to constraints imposed by formal action of the Board of Commissioners. These amounts cannot be used for any other purpose unless the Board of Commissioners remove or change the specified use by taking the same type of action (ordinance or resolution) that was employed when the funds were initially committed. This classification also includes contractual obligations to the extent that existing resources have been specifically committed for use in satisfying those contractual requirements.
- **Assigned:** This classification includes amounts that are constrained by the Commission’s intent to be used for a specific purpose but are neither restricted nor committed. This intent can be expressed by the Board of Commissioners or through the Board of Commissioners delegating this responsibility to the Commission Manager through the budgetary process. This classification also includes the remaining positive fund balance for all governmental funds except for the General Fund.
- **Unassigned:** This classification includes amounts that have not been assigned to other funds or restricted, committed or assigned to a specific purpose within the Commission.

The Commission generally uses restricted fund balances first, followed by committed resources, and then assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend unassigned resources first to defer the use of these other classified funds.

Net Position

In government-wide financial statements, net position is reported in three categories as follows:

- **Net Investment in Capital Assets –** This amount consists of capital assets net of accumulated depreciation and reduced by outstanding debt that attributed to the acquisition, construction, or improvements of the assets.
- **Restricted Net Position –** This amount is restricted by external creditors, grantors, contributors, or laws or regulations of other governments.
- **Unrestricted Net Position –** This amount is all net position that does not meet the definition of “net investment in capital assets” or “restricted net position.”

When an expense is incurred for purposes for which both restricted and unrestricted net position are available, the Commission generally applies restricted net position first.

**MADERA COUNTY TRANSPORTATION COMMISSION
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Use of Management Estimates

The preparation of the basic financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

NOTE 2 – CASH AND INVESTMENTS

Cash and investments as of June 30, 2020 are classified in the accompanying financial statements as follows:

Statement of Net Position:	
Cash and investments	\$ 268,676
Fiduciary Funds Statement of Net Position:	
Investments	<u>19,489,366</u>
Total cash and investments	<u>\$ 19,758,042</u>

Cash and investments as of June 30, 2020 consist of the following:

Deposits with financial institutions	\$ 239,691
Investments	<u>19,518,351</u>
Total cash and investments	<u>\$ 19,758,042</u>

Investments Authorized by the California Government Code and the Commission’s Investment Policy

The table below identifies the investment types that are authorized for the Commission by the California Government Code (or the Commission’s investment policy, where more restrictive). The table also identifies certain provisions of the California Government Code (or the Commission’s investment policy, where more restrictive) that address interest rate risk, credit risk, and concentration of credit risk.

Authorized Investment Type	Maximum Maturity	Maximum Percentage of Portfolio	Maximum Investment in One Issuer
Local Agency Bonds	5 years	None	None
U.S. Treasury Obligations	5 years	None	None
U.S. Agency Securities	5 years	None	None
Banker's Acceptances	180 days	None	None
Commercial Paper	270 days	None	None
Negotiable Certificates of Deposit	5 years	None	None
Repurchase Agreements	1 year	None	None
Reverse Repurchase Agreements	92 days	None	None
Medium-Term Notes	5 years	None	None
Mutual Funds	N/A	None	None
Money Market Mutual Funds	N/A	None	None
Mortgage Pass-Through Securities	5 years	None	None
County Pooled Investment Funds	N/A	None	None
Local Agency Investment Fund (LAIF)	N/A	None	None

**MADERA COUNTY TRANSPORTATION COMMISSION
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 2 – CASH AND INVESTMENTS (Continued)

Disclosures Relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates.

Information about the sensitivity of the fair values of the Commission’s investments to market rate fluctuations is provided by the following table that shows the distribution of the Commission’s investments by maturity:

<u>Investment Type</u>	<u>Amount</u>	<u>Remaining Maturity (in Months) 12 Months or Less</u>
Governmental Activities:		
County Investment Pool	\$ 19,518,351	\$ 19,518,351
Total	<u>\$ 19,518,351</u>	<u>\$ 19,518,351</u>

Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented below is the minimum rating required by (where applicable) the California Government Code, the Commission’s investment policy, and the actual rating as of year-end for each investment type. The column marked “exempt from disclosure” identifies those investment types for which GASB 40 does not require disclosures as to credit risk.

<u>Investment Type</u>	<u>Amount</u>	<u>Exempt from Disclosure</u>
Governmental Activities:		
County Investment Pool	\$ 19,518,351	\$ 19,518,351
Total	<u>\$ 19,518,351</u>	<u>\$ 19,518,351</u>

Custodial credit risk does not apply to a local government’s indirect investment in securities through the use of mutual funds or government investment pools. The County of Madera issues a financial report that includes custodial risk disclosures for the County investment pool. The report may be obtained by writing to the Office of the Auditor-Controller/Treasurer-Tax Collector, 200 West 4th Street #2300, Madera, California 93637.

**MADERA COUNTY TRANSPORTATION COMMISSION
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 2 – CASH AND INVESTMENTS (Continued)

Concentration of Credit Risk

The investment policy of the Commission contains no limitations on the amount that can be invested in any one issuer beyond that stipulated by the California Government Code. The Commission's potential losses from credit risk are increased if a significant portion of its resources are invested in a single issuer. Investments issued by or explicitly guaranteed by the U.S. government and investments in mutual funds, external investment pools, and other pooled investments are exempt from these limitations. At June 30, 2020, the Commission did not have any investments in any one issuer that is not exempt that represents 5% or more of the total investments.

Custodial Credit Risk

The carrying amount of the Commission's cash deposit was \$239,691 at June 30, 2020. The bank balance at June 30, 2020 was \$256,349 the total amount of which was insured and/or collateralized with securities held by the pledging financial institutions in the Commission's name as described below.

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The California Government Code and the Commission's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits, other than the following provision for deposits:

The California Government Code requires that a financial institution secure deposits made by state or local government units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110 percent of the total amount deposited by the public agencies. California law also allows financial institutions to secure Commission deposits by pledging first trust deed mortgage notes having a value of 150 percent of the secured public deposits.

Investment Valuation

The Commission categorizes the fair value measurements of its investments based on the hierarchy established by generally accepted accounting principles. The fair value hierarchy, which has three levels, is based on the valuation inputs used to measure an asset's fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.

The Commission's only investments, which are allocated at fair value, are in the County's pooled investments. The County invests in numerous types of investments ranging all levels in the fair value hierarchy. Accordingly, it is not an investment type that can be categorized in any particular level in the fair value hierarchy.

NOTE 3 – SUMMARY OF RELATED PARTY TRANSACTIONS

The Madera County Transportation Commission maintains the Madera County Transportation Authority's (the Authority) accounting records and incurs various administrative and other expenses on behalf of the Authority. These expenses incurred by the Authority to the Commission in the 2019-2020 fiscal year totaled \$110,808. The total receivable from the Authority was \$116,033 for the year ended June 30, 2020.

**MADERA COUNTY TRANSPORTATION COMMISSION
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

Item O.

NOTE 4 – CAPITAL ASSETS

The following is a summary of changes in capital assets:

	Balance July 1, 2019	Additions	Deletions	Balance June 30, 2020
Capital assets being depreciated:				
Computer equipment	\$ 6,672	\$ -	\$ -	\$ 6,672
Computer software	16,500	-	-	16,500
Leasehold improvements	10,868	-	(10,868)	-
Office furniture and equipment	16,636	-	(30)	16,606
Traffic monitoring equipment	3,918	-	-	3,918
 Total capital assets being depreciated	 54,594	 -	 (10,898)	 43,696
 Less accumulated depreciation for:				
Computer equipment	(6,672)	-	-	(6,672)
Computer software	-	(3,300)	-	(3,300)
Leasehold improvements	(10,868)	-	10,868	-
Office furniture and equipment	(15,204)	(1,146)	30	(16,320)
Traffic monitoring equipment	(3,918)	-	-	(3,918)
 Total accumulated depreciation	 (36,662)	 (4,446)	 10,898	 (30,210)
 Total capital assets, net	 \$ 17,932	 \$ (4,446)	 \$ -	 \$ 13,486

Depreciation expense of \$4,446 was charged to transportation planning function on the statement of activities.

NOTE 5 – COMPENSATED ABSENCES

As of June 30, 2020, compensated absences payable are as follows:

	Balance July 1, 2019	Additions	Deletions	Balance June 30, 2020	Due Within One Year
Compensated absences	\$ 55,995	\$ 54,058	\$ (44,190)	\$ 65,863	\$ 4,199

**MADERA COUNTY TRANSPORTATION COMMISSION
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 6 – OPERATING LEASES

The Commission conducts its operations from a leased facility under a non-cancelable operating lease expiring in January 31, 2023. The Commission also leases certain office equipment under a non-cancelable operating lease expiring in February 2022.

The following is a schedule of future minimum operating lease payments:

<u>Year ending June 30</u>	
2021	\$ 75,923
2022	73,711
2023	<u>40,418</u>
Total	<u>\$ 190,052</u>

Total rental expense for all operating leases for the year ended June 30, 2020 was \$78,315.

NOTE 7 – DEFINED CONTRIBUTION EMPLOYEE RETIREMENT BENEFIT PLAN

The Commission provides retirement benefits for all of its full-time employees through a defined contribution plan created in accordance with Internal Revenue Code (IRC) Section 401(a), which is being administered by I.C.M.A. Retirement Corporation (The Plan). In addition to the employer-defined contribution, the employees may elect to make contributions to a deferred compensation plan created in accordance with IRC Section 457. The Plan permits employees to defer a minimum of 7.5% of the salaries until future years. The maximum amount an employee may defer is the lesser of 100% of annual gross salary or \$18,000. Under the 401(a) plan the employer contributes 15% of the employee's gross salary. Vesting in the 401(a) plan occurs immediately. The deferred compensation is not available to employees until termination, retirement, death, or unforeseeable emergency. Employees, though, may obtain loans from the 401(a) plans secured by their individual contributions and accumulated earnings.

The Commission's total payroll eligible for pension benefits for the year ended June 30, 2020 was \$673,353. The Commission's contributions were calculated using the base salary amount of \$673,353 for the fiscal year ended June 30, 2020. The Commission recognized pension expense of \$100,201 for the year ended June 30, 2020.

The Commission had no liability to The Plan at June 30, 2020.

NOTE 8 – CONTINGENCIES

Grants

Grants have been received by the Commission for specific purposes that are subject to review and audit by grantor agencies. Such audits could lead to a request for reimbursement for costs disallowed under the terms of the grants. The amount, if any, of costs that may be disallowed by the granting agencies cannot be determined at this time.

**MADERA COUNTY TRANSPORTATION COMMISSION
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 8 – CONTINGENCIES (Continued)

COVID-19

On March 11, 2020 the World Health Organization declared the outbreak of coronavirus (COVID-19) a pandemic. In response, the State of California issued Stay At Home Orders which include the temporary closure of all businesses deemed to be nonessential. The most recent Regional Stay At Home Order, effective December 7, 2020 for Madera County, requires individuals living in the San Joaquin Valley Region to stay home, except as allowed, to maintain continuity of the federal critical infrastructure sectors. Accordingly, some functions of the Commission's operations have been limited to protect the health and safety of its employees. The financial impact that could occur as a result of the pandemic is unknown at this time.

NOTE 9 – PROPOSITION 1B (PTMISEA) FUNDING

The Commission receives Proposition 1B (PTMISEA) funding on behalf of transit agencies for approved capital projects. During the fiscal year ended June 30, 2020, the Commission did not receive Proposition 1B funds and expended \$592,432 from prior year allocations. These funds are held in an interest-bearing account and have earned interest of \$60,104 for the year ended June 30, 2020.

NOTE 10 – LCTOP FUNDING

The Commission receives funding from the Low Carbon Transit Operations Program (LCTOP) on behalf of transit agencies to provide operating and capital assistance to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. During the fiscal year ended June 30, 2020, the Commission received LCTOP funds of \$298,667 and did not have any expenditures. These funds are held in an interest-bearing account and have earned interest of \$10,792 for the year ended June 30, 2020.

NOTE 11 – RSTP FUNDING

The Commission receives Regional Surface Transportation Program (RSTP) funding on behalf of local agencies for enhancing, repairing, maintaining, rebuilding, and rehabilitating the transportation infrastructure. During the fiscal year ended June 30, 2020, the Commission received RSTP funds of \$1,783,912 and expended \$1,187,991. These funds are held in an interest-bearing account and have earned interest of \$55,277 for the year ended June 30, 2020.

REQUIRED SUPPLEMENTARY INFORMATION

**MADERA COUNTY TRANSPORTATION COMMISSION
BUDGETARY COMPARISON SCHEDULE
GENERAL FUND
FOR THE YEAR ENDED JUNE 30, 2020**

Item O.

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
REVENUES				
Aid from federal government	\$ 1,055,939	\$ 1,105,243	\$ 888,275	\$ (216,968)
Aid from state government	246,579	318,793	167,125	(151,668)
Fees	28,000	28,000	-	(28,000)
Charges for services	512,756	552,403	343,367	(209,036)
Interest revenue	-	-	7,641	7,641
Total revenues	<u>1,843,274</u>	<u>2,004,439</u>	<u>1,406,408</u>	<u>(598,031)</u>
EXPENDITURES				
Current:				
Transportation:				
Salaries and benefits	985,138	982,688	984,342	(1,654)
Planning and administration	654,136	728,751	408,017	320,734
Supplies and services	<u>204,000</u>	<u>293,000</u>	<u>261,537</u>	<u>31,463</u>
Total expenditures	<u>1,843,274</u>	<u>2,004,439</u>	<u>1,653,896</u>	<u>350,543</u>
Net change in fund balance	-	-	(247,488)	(247,488)
Fund balance - beginning	<u>1,284,312</u>	<u>1,284,312</u>	<u>1,284,312</u>	<u>-</u>
Fund balances - ending	<u>\$ 1,284,312</u>	<u>\$ 1,284,312</u>	<u>\$ 1,036,824</u>	<u>\$ (247,488)</u>

**MADERA COUNTY TRANSPORTATION COMMISSION
NOTES TO THE BUDGETARY COMPARISON SCHEDULE
JUNE 30, 2020**

NOTE 1 – BUDGETARY BASIS OF ACCOUNTING

The Commission follows these procedures in establishing the budgetary data reflected in the financial statements:

Prior to the beginning of the fiscal year, management prepares a budget for the next succeeding fiscal year. The proposed budget is brought to the Board of Commissioners for their review and approval. Prior to the start of the fiscal year, the budget is legally enacted through passage of a resolution by the Board of Commissioners.

The budget of the Commission represents a financial plan to undertake the work program of the Commission and includes proposed expenditures and the means of financing them.

All transfers, modifications, and supplemental appropriations to the budget must be approved by the Commission through resolution. Actual expenditures may not legally exceed “budget” appropriations at the individual fund level. Budgetary control, however, is maintained at the department level.

Appropriations lapse at the end of the year to the extent that they have not been expended or encumbered.

The Commission prepares its budget on a basis of accounting in accordance with accounting principles generally accepted in the United States of America.

NOTE 2 – EXCESS OF EXPENDITURES OVER APPROPRIATIONS

As of June 30, 2020, expenditures exceeded appropriations in the general fund as follows:

<u>Appropriations Category</u>	<u>Excess Expenditures</u>
Salaries and benefits	\$ 1,654

THIS PAGE IS LEFT BLANK INTENTIONALLY.

SUPPLEMENTARY INFORMATION

THIS PAGE IS LEFT BLANK INTENTIONALLY.

FIDUCIARY FUNDS

Fiduciary Funds are used to account for assets held by the government in a trustee capacity.

Trust Funds:

State Transit Assistance Fund – This fund is used to account for the state fund, derived from statewide sales tax on gasoline and diesel fuel, apportioned to Madera County for transportation planning and mass transportation purposes.

Local Transportation Fund – This fund is used to account for 1/4 cent sales tax revenues collected by the State under the Transportation Development Act (TDA) and distributed to Madera County Transportation Commission for allocation to eligible claimants for transit streets and roads and pedestrian/bicycle facilities, as well as regional transportation planning and TDA administration.

Proposition 1B (PTMISEA) Fund – This fund is used to account for funds received from the Public Transportation, Improvement and Service Enhancement Account (PTMISEA) on behalf of transit agencies for approved capital projects. This fund is available to the California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements or for rolling stock procurement, rehabilitation or replacement.

Low Carbon Transit Operations Program (LCTOP) Fund – This fund is used to account for funds received from the Low Carbon Transit Operations Program (LCTOP) on behalf of transit agencies to provide operating and capital assistance to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Approved projects will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions.

State of Good Repair Fund - This fund is used to account for the SB-1 funds that have been allocated to the State of Good Repair (SGR) Program and then distributed to local agencies by the Madera County Transportation Commission. It provides funding annually to transit operators in California for eligible transit maintenance, rehabilitation and capital projects.

Regional Surface Transportation Fund – This fund was established by California State Statute utilizing Surface Transportation Program Funds. This program provides funding for enhancing, repairing, maintaining, rebuilding, and rehabilitating the transportation infrastructure.

**MADERA COUNTY TRANSPORTATION COMMISSION
 COMBINING STATEMENT OF NET POSITION
 PRIVATE-PURPOSE TRUST FUNDS
 JUNE 30, 2020**

Item O.

	State Transit Assistance Fund	Local Transportation Fund	Proposition 1B (PTMISEA) Fund	Low Carbon Transit Operations Program (LCTOP) Fund	State of Good Repair Fund	Regional Surface Transportation Fund	Total
ASSETS							
Investments	\$ 1,143,571	\$ 10,191,151	\$ 2,910,133	\$ 647,196	\$ 620,323	\$ 3,976,992	\$ 19,489,366
Due from other governments	<u>346,147</u>	<u>952,423</u>	<u>-</u>	<u>298,667</u>	<u>38,428</u>	<u>-</u>	<u>1,635,665</u>
Total assets	<u>1,489,718</u>	<u>11,143,574</u>	<u>2,910,133</u>	<u>945,863</u>	<u>658,751</u>	<u>3,976,992</u>	<u>21,125,031</u>
LIABILITIES							
Due to local agencies	<u>1,089,714</u>	<u>4,227,689</u>	<u>98,720</u>	<u>-</u>	<u>-</u>	<u>586,626</u>	<u>6,002,749</u>
Total liabilities	<u>1,089,714</u>	<u>4,227,689</u>	<u>98,720</u>	<u>-</u>	<u>-</u>	<u>586,626</u>	<u>6,002,749</u>
NET POSITION							
Held in trust for other governments	<u>400,004</u>	<u>6,915,885</u>	<u>2,811,413</u>	<u>945,863</u>	<u>658,751</u>	<u>3,390,366</u>	<u>15,122,282</u>
Total net position	<u>\$ 400,004</u>	<u>\$ 6,915,885</u>	<u>\$ 2,811,413</u>	<u>\$ 945,863</u>	<u>\$ 658,751</u>	<u>\$ 3,390,366</u>	<u>\$ 15,122,282</u>

**MADERA COUNTY TRANSPORTATION COMMISSION
 COMBINING STATEMENT OF CHANGES IN NET POSITION
 PRIVATE-PURPOSE TRUST FUNDS
 FOR THE YEAR ENDED JUNE 30, 2020**

	State Transit Assistance Fund	Local Transportation Fund	Proposition 1B (PTMISEA) Fund	Low Carbon Transit Operations Program (LCTOP) Fund	State of Good Repair Fund	Regional Surface Transportation Fund	Total
ADDITIONS							
Sales tax	\$ -	\$ 4,566,384	\$ -	\$ -	\$ -	\$ -	\$ 4,566,384
Intergovernmental	1,370,009	-	-	298,667	222,639	1,783,912	3,675,227
Investment earnings	8,084	160,520	60,104	10,792	8,472	55,277	303,249
Total additions	1,378,093	4,726,904	60,104	309,459	231,111	1,839,189	8,544,860
DEDUCTIONS							
Administration expense	-	232,400	-	-	-	-	232,400
LTF claims paid	-	4,590,324	-	-	-	-	4,590,324
STA distributions	1,364,574	-	-	-	-	-	1,364,574
PTMISEA distributions	-	-	592,432	-	-	-	592,432
RSTP distributions	-	-	-	-	-	1,187,991	1,187,991
Total deductions	1,364,574	4,822,724	592,432	-	-	1,187,991	7,967,721
Change in net position	13,519	(95,820)	(532,328)	309,459	231,111	651,198	577,139
Net position - beginning	386,485	7,011,705	3,343,741	636,404	427,640	2,739,168	14,545,143
Net position - ending	\$ 400,004	\$ 6,915,885	\$ 2,811,413	\$ 945,863	\$ 658,751	\$ 3,390,366	\$ 15,122,282

**MADERA COUNTY TRANSPORTATION COMMISSION
 SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
 FOR THE YEAR ENDED JUNE 30, 2020**

Item O.

Federal Grantor Pass-Through Grantor/Program Title	Federal CFDA Number		Pass-Through Entity Identifying Number	Federal Expenditures
<u>U.S. DEPARTMENT OF TRANSPORTATION</u>				
Passed through the State of California Department of Transportation:				
Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research	20.505	*	74A0812	<u>\$ 888,275</u>
Total Department of Transportation				<u>\$ 888,275</u>

* Denotes a major program per Uniform Guidance.

**MADERA COUNTY TRANSPORTATION COMMISSION
NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2020**

Item O.

GENERAL

The accompanying Schedule of Expenditures of Federal Awards (SEFA) presents the activity of all federal award programs of the Madera County Transportation Commission (the Commission). Federal awards received directly from federal agencies, as well as federal awards passed through other government agencies are included in the schedule. The information in this SEFA is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance).

BASIS OF ACCOUNTING

The accompanying SEFA and is presented using the modified accrual basis of accounting, which is described in Note 1 of the Commission's basic financial statements.

RELATIONSHIP TO BASIC FINANCIAL STATEMENTS

Federal award expenditures agree or can be reconciled with the amounts reported in the Commission's basic financial statements.

INDIRECT COST RATE

The Commission has elected not to use the 10 percent *de minimis* indirect cost rate as allowed under the Uniform Guidance.

THIS PAGE IS LEFT BLANK INTENTIONALLY.

OTHER INFORMATION

**MADERA COUNTY TRANSPORTATION COMMISSION
 SCHEDULE OF APPORTIONMENTS BY PURPOSE
 STATE TRANSIT ASSISTANCE FUND
 FOR THE YEAR ENDED JUNE 30, 2020**

Item O.

	Public Utilities Code		
	Article 6.5 99314 (Transit Operations)	Article 6.5 99313 (Transit Population)	Total
City of Chowchilla	\$ 15,081	\$ 698,613	\$ 713,694
City of Madera	13,033	606,031	619,064
County of Madera	3,358	125,462	128,820
 Total apportionments by purpose	\$ 31,472	\$ 1,430,106	\$ 1,461,578

**MADERA COUNTY TRANSPORTATION COMMISSION
SCHEDULE OF ALLOCATIONS BY PURPOSE
LOCAL TRANSPORTATION FUND
FOR THE YEAR ENDED JUNE 30, 2020**

	Article 3 99234 (Bicycle and Pedestrian)	Article 4 and 8 99260/99400(a)(b)(c)(d) (Streets and Roads/ Transit Operations/ Planning)	MCTC RTP 99402/99233.1 (Planning and Administration)	Total
City of Chowchilla	\$ 43,549	\$ 721,316	\$ 10,576	\$ 775,441
City of Madera	136,949	5,358,718	55,122	5,550,789
Madera County	753,987	2,156,714	66,702	2,977,403
Madera County Transportation Commission	-	-	100,000	100,000
Total apportionments by purpose	<u>\$ 934,485</u>	<u>\$ 8,236,748</u>	<u>\$ 232,400</u>	<u>\$ 9,403,633</u>

**MADERA COUNTY TRANSPORTATION COMMISSION
 SCHEDULE OF DISBURSEMENTS BY PURPOSE
 STATE TRANSIT ASSISTANCE FUND
 FOR THE YEAR ENDED JUNE 30, 2020**

Item O.

	Public Utilities Code		Total
	Article 6.5 99314 (Transit Operations)	Article 6.5 99313 (Transit Population)	
City of Chowchilla	\$ 15,081	\$ 113,739	\$ 128,820
City of Madera	13,033	606,031	619,064
County of Madera	<u>3,358</u>	<u>613,332</u>	<u>616,690</u>
Total net disbursements by purpose	<u>\$ 31,472</u>	<u>\$ 1,333,102</u>	<u>\$ 1,364,574</u>

**MADERA COUNTY TRANSPORTATION COMMISSION
SCHEDULE OF DISBURSEMENTS BY PURPOSE
LOCAL TRANSPORTATION FUND
FOR THE YEAR ENDED JUNE 30, 2020**

	Article 3 99233.3 (Bicycle and Pedestrian)	Article 4 99260(a) (Transit Operations)	Article 8 99400(c) (Transit Operations)	Article 8 99400(b) (Rail)	Article 8 99400(a) (Streets and Roads)	MCTC RTPA 99402/99233.1 (Planning and Administration)	Total
City of Chowchilla	\$ -	\$ 257,887	\$ -	\$ -	\$ 372,433	\$ 10,576	\$ 640,896
City of Madera	30,381	-	703,609	-	1,095,769	55,122	1,884,881
County of Madera	-	-	285,020	9,769	1,835,456	66,702	2,196,947
Madera County Transportation Commission	-	-	-	-	-	100,000	100,000
Total net disbursements by purpose	<u>\$ 30,381</u>	<u>\$ 257,887</u>	<u>\$ 988,629</u>	<u>\$ 9,769</u>	<u>\$ 3,303,658</u>	<u>\$ 232,400</u>	<u>\$ 4,822,724</u>

**MADERA COUNTY TRANSPORTATION COMMISSION
SCHEDULE OF ALLOCATIONS, DISBURSEMENTS
AND UNEXPENDED ALLOCATIONS
STATE TRANSIT ASSISTANCE FUND
JUNE 30, 2020**

Item O.

Claimant/Claim	New/Unused Allocations	Reprogramming	Disbursements	Unexpended Allocations
COUNTY OF MADERA				
Senior/Escort				
18/19	\$ 18,904	\$ (18,904)	\$ -	\$ -
17/18	8,520	(8,520)	-	-
CATX				
17/18	200	(200)	-	-
MCC				
19/20	779,275	(65,581)	616,690	97,004
CITY OF MADERA				
MAX, DAR, Intermodal				
19/20	649,581	(30,517)	619,064	-
08/09 - Capital	12,944	(12,944)	-	-
FTA Sec 5307 Intermodal				
08/09 - Capital Match	11,528	(11,528)	-	-
CITY OF CHOWCHILLA				
CATX				
19/20	125,247	3,573	128,820	-
	<u>\$ 1,606,199</u>	<u>\$ (144,621)</u>	<u>\$ 1,364,574</u>	<u>\$ 97,004</u>
Total disbursed			<u>\$ 1,364,574</u>	

**MADERA COUNTY TRANSPORTATION COMMISSION
SCHEDULE OF ALLOCATIONS, DISBURSEMENTS
AND UNEXPENDED ALLOCATIONS
LOCAL TRANSPORTATION FUND
JUNE 30, 20202020**

Item O.

Claimant/Claim	New/Unused Allocations	Reprogramming	Disbursements	Unexpended Allocations
COUNTY OF MADERA				
Street Maintenance				
19/20	\$ 1,879,122	\$ (43,666)	\$ 1,835,456	\$ -
Pedestrian/Bicycle Facilities				
19/20	44,467	628,651	-	673,118
18/19	80,869	-	-	80,869
17/18	628,651	(628,651)	-	-
MCC				
19/20	210,719	74,301	285,020	-
DAR - City of Madera				
17/18	16,738	(16,738)	-	-
Amtrak Station Maintenance				
19/20	22,387	-	9,769	12,618
18/19	13,851	-	-	13,851
17/18	13,897	(13,897)	-	-
CITY OF MADERA				
MAX, DAR, Intermodal				
18/19	756,399	(756,399)	-	-
MAX, Intermodal				
19/20	750,281	342,368	703,608	389,041
Pedestrian & Bicycle				
19/20	36,748	100,201	30,381	106,568
18/19	95,200	(95,200)	-	-
Transportation Improvement Projects				
19/20	995,230	3,270,839	1,095,769	3,170,300
18/19	2,861,809	(2,861,809)	-	-
CITY OF CHOWCHILLA				
Street Maintenance				
19/20	194,572	-	194,572	-
18/19	93,283	-	93,283	-
17/18	84,578	-	84,578	-
Chowchilla Transit System (CATX)				
19/20	140,345	-	140,345	-
18/19	192,653	-	117,542	75,111
Pedestrian & Bicycle				
19/20	7,051	-	-	7,051
18/19	6,354	-	-	6,354
17/18	6,154	-	-	6,154
16/17	23,990	-	-	23,990
UNALLOCATED				
18/19	15,885	-	-	15,885
	<u>\$ 9,171,233</u>	<u>\$ -</u>	<u>\$ 4,590,323</u>	<u>\$ 4,580,910</u>
Administration			100,000	
Planning			<u>132,400</u>	
Total disbursed			<u>\$ 4,357,923</u>	

**MADERA COUNTY TRANSPORTATION COMMISSION
SCHEDULE OF GRANT RECEIPTS AND EXPENDITURE CLAIMS
JUNE 30, 2020**

	Total	Local Resources	FHWA (PL 021)	FTA (FTA 5303)	SB 1 Sustainable Communities Grant
Revenues:					
Federal grants	\$ 888,275	\$ -	\$ 819,772	\$ 68,503	\$ -
Non-federal revenue:					
State revenue	167,125	-	-	-	167,125
Local revenue sources	376,778	376,778	-	-	-
Other revenue sources	2,000	2,000	-	-	-
Interest revenue	<u>7,642</u>	<u>7,642</u>	-	-	-
Total Revenues	<u>1,441,820</u>	<u>386,420</u>	<u>819,772</u>	<u>68,503</u>	<u>167,125</u>
Expenditures:					
100 Regional Transportation Plan	95,789	10,987	84,802	-	-
101 Performance Measures	19,052	3,380	15,672	-	-
110 Regional Planning Database	45,094	5,172	39,922	-	-
111 Traffic Monitoring Program	16,289	1,868	14,421	-	-
112 Regional Transportation Modeling	88,175	10,114	78,061	-	-
112.1 Model Update	122,129	14,008	108,121	-	-
113 Air Quality Transportation Planning	68,588	7,867	60,721	-	-
120 Streets and Highways Planning	102,411	11,747	90,664	-	-
122 Project Coordination & Fin. Programming	60,228	60,228	-	-	-
130 Public Transportation	77,378	8,875	-	68,503	-
140 Other Modal Elements	94,271	10,813	83,458	-	-
150 Public Information and Participation	47,810	5,484	42,326	-	-
151 Alternative Transportation Activities	49,546	49,546	-	-	-
200 Transportation Program Development	180,104	20,658	159,446	-	-
901 Local Transportation Funds Admin.	118,444	118,444	-	-	-
902 Overall Work Program and Budget	52,055	9,898	42,157	-	-
903.1 SR 233 Corridor Study Phase 1	133,503	15,313	-	-	118,190
903.2 SR 233 Corridor Study Phase 2	55,120	6,322	-	-	48,798
905 Project Prioritization Study	154	18	-	-	136
907 Board Costs & Other Costs	54,937	54,937	-	-	-
910 MCTA Administration	<u>148,287</u>	<u>148,287</u>	-	-	-
Total expenditures	<u>\$ 1,629,364</u>	<u>\$ 573,966</u>	<u>\$ 819,771</u>	<u>\$ 68,503</u>	<u>\$ 167,124</u>
Depreciation	4,446				
Under-recovery of indirect expenses - 17/18	(3,379)				
Under-recovery of indirect expenses - 19/20	(40,885)				
Compensated Absences	<u>9,868</u>				
Net Gain (Loss)	<u>\$ (226,386)</u>				

**MADERA COUNTY TRANSPORTATION COMMISSION
SCHEDULE OF INSURANCE COVERAGE
FOR THE YEAR ENDED JUNE 30, 2020**

Item O.

Insurance coverage for the Commission at June 30, 2020 is as follows:

Liability coverage:

All-inclusive (combined single limit):	
Bodily injury	\$1,000,000
Office personal property 90% co-insurance	\$100,000
Workers' compensation insurance	Statutory

**MADERA COUNTY TRANSPORTATION COMMISSION
SCHEDULE OF COST ALLOCATION PLAN RECONCILIATION
AND FIXED RATE OVERHEAD CARRYOVER
FOR THE YEAR ENDED JUNE 30, 2020**

Item O.

Budget Item	Basic		Adjustments Allocated to Other Programs	Cost Allocation Plan	
	Financial Statements			Direct	Indirect
	Actual Expense	Eligible Depreciation		Expense	Expense
Salaries and benefits:					
Direct	\$ 531,310	\$ -	\$ (3,811)	\$ 527,499	\$ -
Indirect	<u>462,900</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>462,900</u>
Total salaries and benefits	<u>994,210</u>	<u>-</u>	<u>(3,811)</u>	<u>527,499</u>	<u>462,900</u>
Indirect overhead:					
Bank fee	450	-	-	-	450
Bldg/Equipment Maintenance & Repair	2,038	-	-	-	2,038
Conference/training/education	1,758	-	-	-	1,758
Contracts	9,028	-	-	-	9,028
Insurance and bonds	689	-	-	-	689
Outside services	1,980	-	-	-	1,980
Legal Services	9,212	-	-	-	9,212
Audits	21,090	-	-	-	21,090
Membership fees	3,500	-	-	-	3,500
Miscellaneous	3,909	-	-	-	3,909
Office furniture and equipment	536	-	-	-	536
Office supplies	5,849	-	-	-	5,849
Postage	701	-	-	-	701
Rent	69,287	-	-	-	69,287
Technology related costs	97,574	-	-	-	97,574
Telephone/internet/website	18,348	-	-	-	18,348
Travel, cell and auto allowance	7,677	-	-	-	7,677
Utilities	5,745	-	-	-	5,745
Valley Coordination	3,923	-	-	-	3,923
Depreciation	-	4,446	-	-	4,446
Board cost and other costs	<u>29,945</u>	<u>-</u>	<u>(29,945)</u>	<u>-</u>	<u>-</u>
Total indirect overhead	<u>293,239</u>	<u>4,446</u>	<u>(29,945)</u>	<u>-</u>	<u>267,740</u>
Total costs	<u>\$ 1,287,449</u>	<u>\$ 4,446</u>	<u>\$ (33,756)</u>	<u>\$ 527,499</u>	<u>\$ 730,640</u>
Direct expenses - year ended June 30, 2020				\$ 527,499	
Approved indirect cost rate - year ended June 30, 2020				131.40%	
Total allocable indirect expenses - year ended June 30, 2020				<u>\$ 693,134</u>	
Actual indirect expenses - year ended June 30, 2020				\$ 730,640	
(Over)/Under recovery of indirect expenses - year ended June 30, 2018				<u>3,379</u>	
Net eligible indirect expenses - year ended June 30, 2020				<u>\$ 734,019</u>	
(Over)/Under recovery of indirect expenses - year ended June 30, 2020				<u>\$ 40,885</u>	
(Over)/Under recover of indirect expenses - year ended June 30, 2019				<u>\$ (7,091)</u>	

OTHER AUDITOR'S REPORTS

THIS PAGE IS LEFT BLANK INTENTIONALLY.



The Place to Be

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

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

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the General Fund, and the aggregate remaining fund information of the Madera County Transportation Commission (the Commission), as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements, and have issued our report thereon dated January 6, 2021.

Internal Control Over Financial Reporting

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

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

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

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Commission's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

570 N. Magnolia Avenue, Suite 100
Clovis, CA 93611

tel 559.299.9540
fax 559.299.2344

Purpose of this Report

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

Price Pange & Company

Clovis, California
January 6, 2021



The Place to Be

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR
EACH MAJOR FEDERAL PROGRAM AND REPORT ON INTERNAL CONTROL OVER
COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE

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

Report on Compliance for Each Major Federal Program

We have audited the Madera County Transportation Commission's (the Commission) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the Commission's major federal programs for the year ended June 30, 2020. The Commission's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the Commission's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance)*. Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Commission's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of the Commission's compliance.

Opinion on Each Major Federal Program

In our opinion, the Madera County Transportation Commission, complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2020.

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

Report on Internal Control Over Compliance

Management of the Commission is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Commission's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Commission's internal control over compliance.

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

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

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Price Pange & Company

Clovis, California
January 6, 2021

**INDEPENDENT AUDITOR'S REPORT ON
COMPLIANCE LOCAL TRANSPORTATION FUND**

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

Report on Compliance

Opinion on Local Transportation Fund

We have audited Madera County Transportation Commission's (the Commission) compliance with *Transportation Development Act (TDA) Statutes and California Codes of Regulations, updated April 2013*, published by the California Department of Transportation, Division of Mass Transportation applicable to the Commission's Local Transportation Fund for the year ended June 30, 2020.

In our opinion, the Commission complied, in all material respects, with the compliance requirements referred to above that are applicable to the Local Transportation Fund for the year ended June 30, 2020.

Basis for Opinion

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States; and *Transportation Development Act (TDA) Statutes and California Codes of Regulations*, published by the California Department of Transportation, Division of Mass Transportation. Our responsibilities under those standards and *Transportation Development Act (TDA) Statutes and California Codes of Regulations*, published by the California Department of Transportation, Division of Mass Transportation are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Commission and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion. Our audit does not provide a legal determination of the Commission's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Commission's government programs.

570 N. Magnolia Avenue, Suite 100
 Clovis, CA 93611

tel 559.299.9540
 fax 559.299.2344

Auditor's Responsibility for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Commission's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and *Transportation Development Act (TDA) Statutes and California Codes of Regulations*, published by the California Department of Transportation, Division of Mass Transportation will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Commission's compliance with the requirements of the government program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and *Transportation Development Act (TDA) Statutes and California Codes of Regulations*, published by the California Department of Transportation, Division of Mass Transportation, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Commission's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses responsibility is to express an opinion on the Commission's compliance based on our audit.

Other Matters

The purpose of this report on compliance is solely to describe the scope of our testing of compliance and the results of that testing based on the *Transportation Development Act (TDA) Statutes and California Codes of Regulations*, published by the California Department of Transportation, Division of Mass Transportation. Accordingly, this report is not suitable for any other purpose.

Price Pange & Company

Clovis, California
January 6, 2021



The Place to Be

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH
PUBLIC TRANSPORTATION MODERNIZATION IMPROVEMENT
AND SERVICE ENHANCEMENT ACCOUNT FUND

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

Report on Compliance

Opinion on Public Transportation Modernization Improvement and Service Enhancement Account Fund

We have audited Madera County Transportation Commission's (the Commission) compliance with *Section 6666 of the Rules and Regulations of the California Administrative Code* in the Transportation Development Act Statutes and Administrative Code for 1987 (the Act) and the allocation instructions and resolutions of the Commission applicable to the Commission's Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA) for the year ended June 30, 2020.

In our opinion, the Commission complied, in all material respects, with the compliance requirements referred to above that are applicable to the PTMISEA for the year ended June 30, 2020.

Basis for Opinion

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States; and *Section 6666 of the Rules and Regulations of the California Administrative Code* in the Transportation Development Act Statutes and Administrative Code for 1987 (the Act) and the allocation instructions and resolutions of the Commission. Our responsibilities under those standards and *Section 6666 of the Rules and Regulations of the California Administrative Code* in the Transportation Development Act Statutes and Administrative Code for 1987 (the Act) and the allocation instructions and resolutions of the Commission are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Commission and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion. Our audit does not provide a legal determination of the Commission's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Commission's government programs.

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

Auditor's Responsibility for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Commission's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and *Section 6666 of the Rules and Regulations of the California Administrative Code* in the Transportation Development Act Statutes and Administrative Code for 1987 (the Act) and the allocation instructions and resolutions of the Commission will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Commission's compliance with the requirements of the government program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and *Section 6666 of the Rules and Regulations of the California Administrative Code* in the Transportation Development Act Statutes and Administrative Code for 1987 (the Act) and the allocation instructions and resolutions of the Commission, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Commission's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses responsibility is to express an opinion on the Commission's compliance based on our audit.

Other Matters

The purpose of this report on compliance is solely to describe the scope of our testing of compliance and the results of that testing based on *Section 6666 of the Rules and Regulations of the California Administrative Code* in the Transportation Development Act Statutes and Administrative Code for 1987 (the Act) and the allocation instructions and resolutions of the Commission. Accordingly, this report is not suitable for any other purpose.

Price Pange & Company

Clovis, California
January 6, 2021

FINDINGS AND QUESTIONED COSTS

**MADERA COUNTY TRANSPORTATION COMMISSION
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED JUNE 30, 2020**

SECTION I – SUMMARY OF AUDITOR’S RESULTS

Financial Statements

Type of auditor's report issued: Unmodified

Internal control over financial reporting:
 Material weaknesses identified? _____ yes X no

Significant deficiencies identified -
 not considered to be material weaknesses? _____ yes X none reported

Noncompliance material to financial statements noted? _____ yes X no

Federal Awards

Internal control over major programs:
 Material weaknesses identified? _____ yes X no

Significant deficiencies identified -
 not considered to be material weaknesses? _____ yes X none reported

Type of auditor's report issued on compliance
 for major programs: Unmodified

Any audit findings disclosed that are required
 to be reported in accordance with
 2CFR 200, Section 200.516(a)? _____ yes X no

Identification of Major Programs

<u>CFDA Number</u>	<u>Name of Federal Program or Cluster</u>
20.505	Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research
Dollar threshold used to distinguish between Type A and Type B programs:	\$750,000
Auditee qualified as a low-risk auditee?	<u> X </u> yes _____ no

**MADERA COUNTY TRANSPORTATION COMMISSION
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED JUNE 30, 2020**

Item O.

SECTION II – FINANCIAL STATEMENT FINDINGS

None reported.

SECTION III – FEDERAL AWARDS FINDINGS

None reported.

**MADERA COUNTY TRANSPORTATION COMMISSION
SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS
FOR THE YEAR ENDED JUNE 30, 2020**

Item O.

FINANCIAL STATEMENT FINDINGS

None reported.

FEDERAL AWARD FINDINGS

None reported.



STAFF REPORT
Board Meeting of January 20, 2021

AGENDA ITEM: 8-P
PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

FY 2020-21 Overall Work Program (OWP) & Budget – Amendment No. 2

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 2

SUMMARY:

Included in your package is the amended FY 2020-21 Overall Work Program & Budget. The revised Budget is \$2,146,293 (decrease of \$42,192 from amended budget). The amendment primarily reflects changes due to staff turnover and an adjustment for actual costs incurred versus budgeted costs.

The amendment is recognized in the following budget accounts:

Revenues – (Decrease \$42,192)

- FHWA – decrease \$228
- FHWA PL Carryover – increase \$807
- FTA 5303 Carryover – increase \$370
- STIP Planning – increase \$71
- SB-1 Sustainable Communities Grant Carryover 20-21 – increase \$4,848
- SB-1 Sustainable Communities Grant Carryover 19-20 – decrease \$1
- SJV REAP Housing – decrease \$597
- TDA Carryover – decrease \$44,591
- TDA Planning – decrease \$7,011
- MCTA – decrease \$2,871

Salaries & Benefits – (Decrease \$16,383)

- Salaries – decrease \$7,154
- ICMA 401(a) – decrease \$1,073
- FICA, Employer – decrease \$444
- Medicare – decrease \$104
- Worker’s Compensation – increase \$62
- Health – decrease \$7,730
- Unemployment Insurance – increase \$60

Indirect Costs – (No change)

- Computer Software – increase \$1,500
- Travel Expenses – decrease \$1,500

Other Direct Costs – (Decrease \$25,809)

- Consultant (SB-1 Planning Grant) – increase \$3,374
- Consultant (Regional Housing Program) – decrease \$397
- Model Update – increase \$1,905
- Public Participation Program – increase \$16,309
- RTP EIR – decrease \$45,000
- Triennial Performance Audit – decrease \$2,000

The amendment is reflected in the following OWP Work Elements: 100 – Regional Transportation Plan; 101 – Performance Measures; 102 – Regional Housing Planning Program; 110 – Regional Planning Database; 111 – Traffic Monitoring Program; 112 – Traffic Modeling; 112.1 – Model Update; 113 – Air Quality Transportation Planning; 120 – Goods Movement and Highway Planning; 122 – Project Coordination & Financial Programming; 130 – Public Transportation; 140 – Other Modal Elements; 150 – Public Participation Program; 151 – Alternative Transportation Activities; 200 – Transportation Program Development; 901 – Transportation Funds Administration; 902 – Overall Work Program and Budget; 903 – SR 233 Corridor Study; 905 – Project Prioritization Study; 907 – Board Cost & Other Expenses; 910 – MCTA Administration

FISCAL IMPACT:

The 2020-21 Overall Work Program and Budget will decrease by 42,192.

FY 2020-21 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	FTA 5303	FTA 5303 Carryover	Total
Carryover Prior Years				325,116		0	0		151,668	0	337,116		29,014	842,914
Current Year Allocation				231,619	37,000	115,000	79,000	172,886	169,057	659,254		56,784	0	1,520,600
Carryover to Future Year				(202,989)	(7,000)	(6,977)				(255)				(217,221)
Total Available Funds	1,230,489	915,804	2,146,293	353,746	30,000	108,023	79,000		320,725	658,999	337,116	56,784	29,014	2,146,293

1/15/2021 2:16 Work Element Description	Expenditures by Agency			Expenditures by Revenue Source												
	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	FTA 5303	FTA 5303 Carryover	Total
100 Regional Transportation Plan	153,521	105,000	258,521	17,608	12,044			0				135,912	92,957			258,521
101 Performance Measures	24,066		24,066	0				2,760				21,306				24,066
102 Regional Housing Planning Program	9,000	163,886	172,886	0				0		172,886		0				172,886
110 Regional Planning Database	59,703		59,703	6,848				0				52,855				59,703
111 Traffic Monitoring Program	5,603	7,500	13,103	0				643	860			4,960	6,640			13,103
112 Regional Transportation Modeling	90,335	54,500	144,835	0				10,361	6,251			79,974	48,249			144,835
112.1 Model Update	5,504	6,053	11,557	0	7,409			0				0	4,148			11,557
113 Air Quality Transportation Planning	74,126	8,000	82,126	9,420	0			0				72,706				82,126
120 Goods Movement & Highways Planning	95,614		95,614	0	10,967			0				0	84,647			95,614
122 Project Coordination & Financial Programming	39,810		39,810	0				39,810				0				39,810
130 Public Transportation	96,914		96,914	7,357	3,759			0				0		56,784	29,014	96,914
140 Other Modal Elements	119,327		119,327	13,687				0				105,640				119,327
150 Public Participation Program	50,019	27,309	77,328	5,737	3,132			0				44,282	24,177			77,328
151 Alternative Transportation Activities	64,583		64,583	64,583				0				0				64,583
200 Transportation Program Development	159,679		159,679	0				18,315				141,364				159,679
901 Transportation Funds Administration	68,500	58,000	126,500	126,500				0				0				126,500
902 Overall Work Program	31,199		31,199	4,901				0				0	26,298			31,199
903 SR 233 Corridor Study																
903.1 Phase 1 FY 18-19	1,000	34,633	35,633	4,087				0			31,546	0				35,633
903.2 Phase 2 FY 19-20	9,700	84,720	94,420	10,830				0			83,590	0				94,420
905 Project Prioritization Study																
905.1 Phase 1 FY 19-20	2,500	38,765	41,265	4,733				0			36,532	0				41,265
905.2 Phase 2, 3 FY 20-21	11,000	179,960	190,960	21,903				0			169,057	0				190,960
906 Fresno-Madera Sustainable Corridor Study	0	56,478	56,478	6,478				0				0	50,000			56,478
907 Board Cost & Other Expenses	10,763	31,000	41,763	11,763		30,000		0				0				41,763
910 MCTA Administration	48,023	60,000	108,023	0			108,023	0				0				108,023
Total Expenditures	1,230,489	915,804	2,146,293	316,435	37,311	30,000	108,023	71,889	7,111	172,886	320,725	658,999	337,116	56,784	29,014	2,146,293
				353,746				79,000				996,114		85,798		

Madera County Transportation Commission
2020-21 Annual Budget
15-Jan-21

	20-21 Budget	Amend #1	Amend #2	Amended Budget
Revenues				
FHWA PL	\$659,254	(\$27)	(\$228)	\$658,999
FHWA PL Carryover	\$406,834	(\$70,525)	\$807	\$337,116
FTA 5303	\$56,784			\$56,784
FTA 5303 Carryover	\$16,209	\$12,435	\$370	\$29,014
STIP Carryover	\$0			\$0
STIP Planning	\$78,989	(\$60)	\$71	\$79,000
SB-1 Sustainable Communities 20-21	\$164,209		\$4,848	\$169,057
SB-1 Sustainable Communities 19-20	\$93,090	\$27,033	(\$1)	\$120,122
SB-1 Sustainable Communities 18-19	\$0	\$31,546		\$31,546
REAP Housing	\$0	\$173,483	(\$597)	\$172,886
TDA Carryover	\$121,194	\$45,524	(\$44,591)	\$122,127
TDA Administration	\$100,000			\$100,000
TDA Planning	\$138,630	(\$7,011)		\$131,619
Member Assessment Fees	\$30,000			\$30,000
MCTA Carryover	\$0			\$0
MCTA	\$122,858	(\$11,964)	(\$2,871)	\$108,023
Other	\$0			\$0
Total Revenues	\$1,988,051	\$200,434	(\$42,192)	\$2,146,293
Non-cash information				
Toll Credits (PL)	\$0			\$0
Toll Credits (5303)	\$0			\$0
Expenses				
Salaries & Benefits				
Salaries	\$694,514	\$851	(\$7,154)	\$688,211
ICMA 401(a)	\$103,278	\$127	(\$1,073)	\$102,332
FICA, Employer	\$41,299		(\$444)	\$40,855
Medicare	\$10,070	\$12	(\$104)	\$9,978
Worker's Compensation	\$3,541	\$1,466	\$62	\$5,069
Health	\$159,969	(\$1,151)	(\$7,730)	\$151,088
Unemployment Insurance	\$896		\$60	\$956
Subtotal Salaries & Benefits	\$1,013,567	\$1,305	(\$16,383)	\$998,489
<i>Direct</i>	\$542,877			\$525,894
<i>Indirect</i>	\$470,690			\$472,595
Indirect Costs				
Advertising/Publications	\$2,000			\$2,000
Auto & Cell Allowance	\$4,200			\$4,200
Computer Software	\$3,500		\$1,500	\$5,000
Conference/Training/Educat	\$8,000			\$8,000
Equipment Leases	\$10,000			\$10,000
Bldg/Equip. Maint. & Repairs	\$4,000			\$4,000
Insurance	\$1,000			\$1,000
Janitorial Services	\$2,000			\$2,000
Legal Services	\$15,000			\$15,000
MCTC Audit	\$23,000			\$23,000
Membership Fees	\$4,000			\$4,000
Miscellaneous	\$4,000			\$4,000
Office Furniture	\$2,000			\$2,000
Office Supplies	\$6,000			\$6,000
Postage	\$1,000			\$1,000
Rent	\$73,000			\$73,000
Technology Related Equipment & Repairs	\$30,000			\$30,000
Telephone/Internet/Website	\$18,000			\$18,000
Travel Expenses	\$8,000	(\$1,500)	(\$1,500)	\$5,000
Utilities	\$8,000			\$8,000
Valley Coordination	\$5,300	\$1,500		\$6,800
Subtotal Indirect Costs	\$232,000	\$0	\$0	\$232,000
Other Direct Costs				
Air Quality (Consultant)	\$8,000			\$8,000
Board Costs and Other Costs	\$29,000	\$2,000		\$31,000
Consultant (SR 41 Corridor Study)	\$50,000	\$6,478		\$56,478
Consultant (SB-1 Planning Grant)	\$271,984	\$62,720	\$3,374	\$338,078
Consultant (Regional Housing Program)	\$0	\$164,283	(\$397)	\$163,886
MCTA Conference(s)/Travel	\$2,500	(\$500)		\$2,000
MCTA Fin Asst/Audits/Annual Report	\$24,000			\$24,000
MCTA Project Development	\$10,000			\$10,000
MCTC TDA Audits	\$12,000			\$12,000
MCTC TDA Other Admin Costs	\$15,000			\$15,000
Model Update	\$40,000	(\$35,852)	\$1,905	\$6,053
Other MCTA Costs	\$4,000			\$4,000
Public Participation Program	\$30,000		\$16,309	\$46,309
RTP EIR	\$150,000		(\$45,000)	\$105,000
RTP/SCS Development	\$0			\$0
Technical/Modeling On-Call Services	\$50,000			\$50,000
Traffic Model & GIS Support	\$4,500			\$4,500
Traffic Monitoring Program	\$7,500			\$7,500
Translation Services	\$4,000			\$4,000
Triennial Performance Audits	\$30,000		(\$2,000)	\$28,000
Subtotal Other Direct Costs	\$742,484	\$199,129	(\$25,809)	\$915,804
Total Expenses	\$1,988,051	\$200,434	(\$42,192)	\$2,146,293
	\$0	\$0	\$0	\$0



OVERALL WORK PROGRAM Fiscal Year 2020-2021

Amendment No. 2

Adopted January xx 2021

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

CONTENTS

INTRODUCTION 3

COMPREHENSIVE PLANNING PROCESS 18

TRANSPORTATION PLANNING ISSUES 26

CORE PLANNING FUNCTIONS 32

WORK ELEMENT: 100 REGIONAL TRANSPORTATION PLAN & EIR..... 36

WORK ELEMENT: 101 PERFORMANCE MEASURES..... 40

WORK ELEMENT: 102 REGIONAL HOUSING PLANNING PROGRAM 45

WORK ELEMENT: 110 REGIONAL PLANNING DATABASE..... 48

WORK ELEMENT: 111 TRAFFIC MONITORING PROGRAM 52

WORK ELEMENT: 112 REGIONAL TRANSPORTATION MODELING..... 54

WORK ELEMENT: 113 AIR QUALITY TRANSPORTATION PLANNING 59

WORK ELEMENT: 120 GOODS MOVEMENT & HIGHWAYS PLANNING..... 64

WORK ELEMENT: 122 PROJECT COORDINATION AND FINANCIAL PROGRAMMING 69

WORK ELEMENT: 130 PUBLIC TRANSPORTATION 72

WORK ELEMENT: 140 OTHER MODAL ELEMENTS 76

WORK ELEMENT: 150 PUBLIC PARTICIPATION PROGRAM 80

WORK ELEMENT: 151 ALTERNATIVE TRANSPORTATION ACTIVITIES 85

WORK ELEMENT: 200 TRANSPORTATION DEVELOPMENT PROGRAM..... 89

WORK ELEMENT: 901 TRANSPORTATION FUNDS ADMINISTRATION 94

WORK ELEMENT: 902 OVERALL WORK PROGRAM..... 98

WORK ELEMENT: 903 SR 233 CORRIDOR STUDY 100

WORK ELEMENT: 905 PROJECT PRIORITIZATION STUDY..... 113

WORK ELEMENT: 906 FRESNO-MADERA SUSTAINABLE CORRIDOR STUDY 121

WORK ELEMENT: 907 BOARD COSTS & OTHER EXPENSES..... 128

WORK ELEMENT: 910 MCTA ADMINISTRATION 130

ACRONYMS 132

APPENDICES 134

WORK ELEMENT: 100 REGIONAL TRANSPORTATION PLAN & EIR**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 2018 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.

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. In 2004, a consultant developed a methodology to prioritize regional capital improvement projects. The results of the 2004 Regional Project Prioritization Study were incorporated into the 2004 RTP Update. The 2007 RTP was updated to incorporate the Measure T Investment Plan that was approved by the voters in November 2006 and for SAFETEA-LU compliance consistent with the FHWA & FTA guidance provided by the MPO Planning Final Rule. The 2011 RTP update carried forward the Measure “T” Investment Plan in anticipation of the next RTP update, which incorporated the mandates of SB 375. 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. In the course of 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.

Preparations for the 2022 RTP/SCS and EIR will begin in the 20-21 fiscal year.

MCTC will consider retaining professional consultation services for the development of the 2022 RTP/SCS and EIR beginning in the Summer of 2020. 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.

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 initiated a 2004 RTP Prioritization Study that for the first time prioritized RTP projects by cost effectiveness based upon established RTP performance measures. Projects are advanced for programming in the FTIP thereafter based upon deliverability within the four-year element of the FTIP. The 2018 RTP utilized performance measures to reprioritize projects for each scenario developed for the SCS. These performance measures are found in table 6-5 of the 2018 Regional Transportation Plan/Sustainable Communities Strategy and are summarized here:

- Social Equity,
- Mobility and Accessibility,
- Economic and Community Vitality,
- Sustainable Development,
- Environmental Quality,
- Safety and Health, and
- System Performance.

In addition to these performance measures, 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

1. Amend 2018 Regional Transportation Plan, Sustainable Communities Strategy.
2. Final – 2018 Regional Transportation Plan, Sustainable Communities Strategy and Environmental Impact Report.

Product

1. Maintain and update the 2018 RTP/SCS as required.
2. Amendments to 2018 RTP as needed.
3. Document tribal government-to-government relations.
4. Initiate activities related to the development of the 2022 RTP/SCS and EIR.

Tasks

Task	Task Description	Work Schedule	% of Work
100.1	Monitor new guidelines, maintain planning data, and refine development procedures related to work on future RTP/SCS and EIR plans.	Jul 2020-Jun 2021	30%
100.2	Maintain the 2018 RTP/SCS and develop amendments as necessary.	Jul 2020-Jun 2021	5%
100.3	Continue to develop and optimize SCS Funding Implementation Strategy.	Jul 2020-Jun 2021	10%
100.4	Monitor regional transportation issues and development of modal elements. Maintain file of pending update information. Review regional goals, policies, and objectives in consultation with member agencies.	Jul 2020-Jun 2021	5%
100.5	Work and coordinate with other government agencies within nonattainment basin to consistently present multimodal issues of valley wide concern.	Jul 2020-Jun 2021	10%
100.6	Continue to monitor air quality issues related to transportation, conduct air quality analyses as needed, and update the Air Quality section of the	Jul 2020-Jun 2021	15%

	Environmental Impact Report when indicated. Work with the Air District on air quality issues.		
100.7	Initiate planning activities/retain consultation for development of 2022 RTP/SCS and EIR	Aug 2020	10%
100.8	Conduct RTP public involvement as needed in support of 2022 RTP amendments.	Jan 2021 – Jun 2021	10%
100.9	Conduct public workshops/hearings to solicit public participation in the planning process, including government to government coordination, consultation, and collaboration with the tribal governments.	Jul 2020-Jun 2021	5%
			100%

FTE: .52

100 Regional Transportation Plan & EIR

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	12,043	RTP EIR (Consultant)	105,000
MCTA			
FHWA-PL	92,957		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	105,000	Subtotal	105,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	17,609	Direct Wages/Benefits plus Indirect:	153,521
MCTA			
FHWA-PL	135,912		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	153,521		
Total:	258,521	Total:	258,521

WORK ELEMENT: 101 PERFORMANCE MEASURES

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.

Performance Measures Applicability Summary

PM 1: HSIP and Safety Performance – **Applicable every year**

PM 2: Pavement and Bridge Condition Performance

- Pavement Performance of the NHS
 - Percentage of Interstate pavements in Good condition – **N/A for Madera Region,**
 - Percentage of Interstate pavements in Poor condition – **N/A for Madera Region,**
 - Percentage of non-Interstate pavements in Good condition – **Applicable, 4-year cycle**
 - Percentage of non-Interstate pavements in Poor condition – **Applicability, 4-year cycle**
- Bridge Performance of the NHS
 - Percentage of NHS bridges in Good condition – **N/A for Madera Region,**
 - Percentage of NHS bridges in Poor Condition – **N/A for Madera Region,**

PM 3: System Performance/Freight/CMAQ Performance

1. Percent of the person-miles traveled on the Interstate that are reliable (referred to as the Interstate Travel Time Reliability measure) - **N/A for Madera Region,**
2. Percent of person-miles traveled on the non-interstate NHS that are reliable (referred to as the Non-Interstate Travel Time Reliability measure) – **Applicable,**
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) - **N/A for Madera Region.** This measure was repealed on May 31, 2018
- Freight Movement on the Interstate System - **N/A for Madera Region:**
 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) - **N/A for Madera Region;**
 6. Percent of Non-Single Occupancy Vehicle (SOV) Travel - **N/A for Madera Region.**
- CMAQ On-Road Mobile Source Emissions:
 7. Total Emissions Reduction - **Applicable.**

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 in regards with PM1, PM2, PM3 targets.
4. Signed agreements with local jurisdictions to reflect inclusion of performance target coordination, setting, and report processes.
5. Coordinated with Caltrans for PM 1/2/3.
6. Safety Performance Targets incorporated into the 2018 Regional Transportation Plan.

Product

1. Safety targets (PM 1) for the region.
2. Coordinate with FHWA and Caltrans regarding Federal and State requirements.
3. Collaborate with local agency representatives and other stakeholders regarding goals, objectives, measures and targets and development of planning documents related to developing targets.
4. Collect and report regional data on meeting targets, and all other reporting requirements as they relate to Safety, Pavements Condition, and System Performance.
5. Participation in Technical Advisory Group meetings for Performance Measures.
6. Monitor State and Federal guidance related to performance measures.

Tasks

Task	Task Description	Work Schedule	% of Work
101.1	Coordinate with FHWA and Caltrans regarding Federal and State requirements	2020-21	15%
101.2	Collaborate with local agency representatives and other stakeholders regarding goals, objectives, measures and targets and development of planning documents related to developing targets	2020-21	15%
101.3	Establish PM1 performance targets and report processes for local agencies for performance measures	August-February	10%
101.4	Monitor PM2 performance targets and report processes for local agencies for performance measures	2020-21	10 %
101.5	Monitor PM3 performance targets	2020-21	10 %

101.6	Collect and report regional data on meeting targets, and all other reporting requirements as they relate to Safety, Pavements Condition, and System Performance	2020-21	20%
101.7	Participate in Technical Advisory Group meetings for Performance Measures	2020-21	10%
101.8	Monitor State and Federal guidance related to performance measures	2020-21	10%
			100%

FTE: .09

101 Performance Measures

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:	24,066
MCTA			
FHWA-PL	21,306		
FTA-Section 5303			
STIP - PPM	2,760		
Other			
Subtotal	24,066		
Total:	24,066	Total:	24,066

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):

Recent 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 will assist the Housing and Community Development (HCD) department with the preparation with an update of the 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 will include 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.

*****This work element is to recognize upcoming potential tasks. As soon as all the information is known, this work element will be amended to show the tasks and budget. *****

Previous Work

1. Assisted HCD with the preparation of the 5th Cycle 2014 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. Allocate LEAP funding in Madera County and assist member agencies, as needed.
3. Assist HCD with the preparation of the 6th Cycle 2022 Madera County Regional Housing Needs Allocation Plan.

Tasks

Task	Task Description	Work Schedule	% of Work
			100%

FTE: .04

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SJV REAP HOUSING	163,886		
Other			
Subtotal	163,8866	Subtotal	163,886
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	

Madera CTC Overall Work Program Fiscal Year 2020-21

Item P.

LTF		Direct Wages/Benefits:	9,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SJV REAP HOUSING	9,000		
Other			
Subtotal	9,000		
Total:	172,886	Total:	172,886

WORK ELEMENT: 110 REGIONAL PLANNING DATABASE

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 2010 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.

Subsequent to 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.

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 San Joaquin Valley Regional GIS Council which was formed with seven other valley MPO's. This Council was one of thirteen Regional GIS Councils developed throughout the state on behalf of the California GIS Council. The intent of the Regional Councils is to increase

coordination and communication among GIS users throughout the state and to review and make recommendations on items brought forth by the California GIS Council.

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.

Previous Work

1. Developed demographic projections by TAZ for 2042 in support of the 2018 RTP/FTIP.
2. Developed demographic projections by TAZ for 2040 in support of the 2014 RTP/FTIP.
3. Developed demographic projections for the 2030 San Joaquin River Crossing Study.
4. Developed demographic projections for 2050 for the San Joaquin Valley Blueprint.
5. Developed demographic projections for the 2025 Rio Mesa Area Traffic Model.
6. Developed demographic projections by TAZ for 2014 and for 2020, 2025, and 2030 for use in new model.
7. Developed basic inventory of regionally significant roads with geographic keys.
8. Established database structure for roads inventory.
9. Provided GIS training for two employees.
10. Developed GIS database for Madera County housing units by TAZ based upon the 2010 Census demographics at the block level.
11. Developed layer and database of disadvantaged communities for use in funding applications.
12. 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.
13. Developed database of transit routes and stops.

Product

1. 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.
2. 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.
3. Continuous coordination with local agencies, neighboring counties, and Caltrans.
4. Continuous GIS training for MCTC staff.
5. Updated future year significant roadway network as a result of 2018 RTP Amendment 1.

Tasks

Task	Task Description	Work Schedule	% of Work
110.1	Participate with Madera County agencies and other transportation planning agencies, including tribal governments, on the San Joaquin Valley Regional GIS Council and in development of the San Joaquin Valley GIS system.	Quarterly	10%
110.2	Update Madera County traffic model layer to include latest planning assumptions related to TAZ boundaries, significant roadway network and observed demographics data.	Monthly	25%
110.3	Maintain or reconfigure as needed layer data and database for regionally significant local roads to include "as built" configuration, planned configuration, pavement condition, maintenance status, and congestion levels.	Quarterly	25%
110.4	Maintain layer and database for bridges.	Quarterly	5%
110.5	Maintain layer and database for bicycle, pedestrian, and transit networks.	Monthly	20%
110.6	Maintain administrative layers for land use and zoning.	Monthly	10%
110.7	Maintain layer and database for disadvantaged communities and acquire bicycle and pedestrian counts to be used in this database.	Monthly	5%
110.8	Provide training for MCTC staff.	2020-21	10%
			100%

FTE: .19

110 Regional Planning Database

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	6,848	Direct Wages/Benefits plus Indirect:	59,703
MCTA			
FHWA-PL	52,855		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	59,703		
Total:	59,703	Total:	59,703

WORK ELEMENT: 111 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 triennial 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

2. Published Madera County Traffic Monitoring – 2019 Annual Report.
3. Developed a triennial Regional Traffic Count program to enhance the calibration of the MCTC Travel Demand Model.
4. Speed studies, accident diagrams, and traffic warrants as required.

Product

4. Madera County Traffic Monitoring – 2020 Annual Report.
5. Traffic counts.
6. HPMS data submission to Caltrans.
7. Document tribal government-to-government relations.

Tasks

Task	Task Description	Work Schedule	% of Work
111.1	Conduct traffic counts at various locations. Issue Report	Mar to June 2021	70%
111.2	Provide traffic monitoring support to local agencies, including tribal governments	2020-21	15%
111.3	Collect data from local agency and Caltrans traffic county programs	2020-21	10%
111.4	Coordinate the submission of HPMS data to Caltrans from local agencies as required	2020-21	5%
			100%

FTE: .02

111 Traffic Monitoring Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant – Traffic Counts	7,500
MCTA			
FHWA-PL	6,640		
FTA-Section 5303			
STIP - PPM	860		
Other			
Subtotal	7,500	Subtotal	7,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	5,603
MCTA			
FHWA-PL	4,960		
FTA-Section 5303			
STIP - PPM	643		
Other			
Subtotal	5,603		
Total:	13,103	Total:	13,103

WORK ELEMENT: 112 REGIONAL TRANSPORTATION MODELING

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, and 2015. It was last updated as part of the San Joaquin Valley Model Improvement Program (MIP) utilizing the Cube Base/Voyager software system. The model is currently being updated to a new base year, 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).

The Madera CTC 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 update is being prepared by Elite Transportation Group. The update will advance the base year to 2018, apply latest planning assumptions related to travel behavior, and improve mode choice with more robust transit network modeling. The model is expected to be available for uses related to FTIP and RTP development in the 20-21 fiscal year.

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 is coordinating with local agencies and state staff regarding this change taking effect on

July 1, 2020. The MCTC Model is being 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.

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 in order 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 staff will prepare a regional growth forecast that includes population, households, employment, housing units, school enrollment, etc. by the year 2050. The growth forecast will be the basis for the scenario development for the 2022 RTP/SCS used in the model. The forecast will be done at the city/county level and can be used in the cities'/County's general plan development.

Work Element 112.1 Model Update

MCTC has begun the process of updating the model to a new base year necessary for further utilization of the tool for state and federal air quality analysis. Staff will be reviewing the capabilities of the existing modeling platform and investigating new technical tools able to be utilized in conjunction with current or future tools. Updating these planning tools began in the 18-19 fiscal year and extended into the 2019-20 fiscal year with a goal of completion in 2020 and initial use to begin with the 2022 RTP/SCS and 2023 FTIP.

Current model update activities will focus on two key aspects: updating necessary data inputs with the latest available planning assumption and enhancing scenario building and multi-modal analysis tools. The first phase of this update will allow the model to be used for development of the 2021 FTIP Conformity analysis in the winter of 2019 and 2020. The second phase will enhance modeling tools for use in the 2022 RTP/SCS scenario development process in the summer of 2021. Where identified through consultation, additional improvements to the overall model functionality, efficiency, and reliability will be implemented throughout the model update process. Part of the update includes making the tool applicable for VMT analysis related to SB

743.

An official request for proposals was issued to traffic modeling consultants in February of 2019. Three proposals were received and scored by a scoring committee of MCTC staff members. Elite Transportation Group (ETG) was the successful proposal. In April of 2019 MCTC contracted with ETG with work expected to continue for 18 months into the 2020/21 fiscal year. Pursuant to an agreement with the Kings County Association of Governments (KCAG) and Caltrans, MCTC has been given funding resources in the amount of \$200,000 from Federal PL funds to help fund the model update project.

Previous Work

1. Developed and Updated Traffic Analysis Zones, Land Use Assumptions and Model Network for 2018 RTP/SCS and EIR projects and Federal Air Quality Conformity Determinations for various criteria pollutants.
2. Network development for the 2025 Rio Mesa Area Traffic Model.
3. Installation and implementation of Cube Base/Voyager traffic modeling software system.
4. Provided data for various transportation planning studies.
5. Network development for the 2050 Blueprint Model.
6. Model runs in support of Blueprint scenario planning process.
7. Implement San Joaquin Valley Model Improvement Program utilizing Prop 84 funding (in kind).
8. Implement Central Valley MPOs I-PLACE3S Pilot Project (in kind).
9. Implement the UCD/ARB San Joaquin Valley model improvement project (in kind).
10. Developed 2010 update of countywide travel demand model, with projected models developed in five-year increments to 2040.

Product

1. Maintain the current traffic model for the Madera regional area.
2. Model runs in support of air quality analysis, environmental studies, and project development activities.
3. Network updates and model runs producing VMT and speed bin data supporting air quality conformity analysis for 2019 FTIP & 2018 RTP amendments as needed.
4. Develop model runs for the 2018 RTP and SCS, as needed.
5. Model Update.
6. SB 743 readiness.

Tasks

Task	Task Description	Work Schedule	% of Work
112.0.1	Maintain network and zonal database for year 2010 and projected years to 2042.	Jul 2020-Jun 2021	10%
112.0.2	Organize Model Coordinating Committee Meetings as needed.	Jul 2020-Jun 2021	5%
112.0.3	Local and regional project model runs.	Jul 2020-Jun 2021	10%
112.0.4	Utilize modeling tools in support of SJ Valley Blueprint.	Jul 2020-Jun 2021	5%
112.0.5	Participate and coordinate with other valley agencies in model improvement activities.	Jul 2020-Jun 2021	5%
112.1.1	Continue work on 2018 Model Update	Jul 2020-Aug 2021	55%
112.1.2	SB 743 Model Readiness	Jul 2020-Jun 2021	10%
			100%

FTE: .29

112.0 Regional Transportation Modeling

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Technical/Modeling On-Call Services (Consultant)	50,000
MCTA		Cloud Computing (Valley)	1,000
FHWA-PL	48,249	Software Maintenance (Valley)	3,500
FTA-Section 5303			
STIP - PPM	6,251		
Other			
Subtotal	54,500	Subtotal	54,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	90,335
MCTA			
FHWA-PL	79,974		
FTA-Section 5303			
STIP - PPM	10,361		
Other			
Subtotal	90,335		
Total:	144,835	Total:	144,835

112.1 Model Update

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	784	Consultant – Model Update	6,053
MCTA			
FHWA-PL	5,269		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	6,053	Subtotal	6,053
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	4,778	Direct Wages/Benefits plus Indirect:	5,504
MCTA			
FHWA-PL	726		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	5,504		
Total:	11,557	Total:	11,557

WORK ELEMENT: 113 AIR QUALITY TRANSPORTATION PLANNING**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 and PM 2.5 non-attainment area. MCTC participates with the eight San Joaquin Valley Transportation Planning Agencies, the San Joaquin Valley Air Pollution Control 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 San Joaquin Valley Air Pollution Control District (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 Valley TPA 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 2015 Ozone and 2012 PM2.5 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. Revoking these mandates has negatively impacted the state's ability to meet its greenhouse gas and criteria pollutant emissions reductions goals as well as public health, housing, equity, and goods movement goals. The rules have rendered the EMFAC emissions model invalid further compounding the problem by removing the necessary tools to complete tasks related to demonstrating air quality conformity as well as other air quality measurements and projections MCTC uses the EMFAC model for.

As a result of the SAFE Rule 1 finalization, state agencies have been working to develop a suitable approach upon which required planning activities related to air quality analysis may continue. MCTC staff has worked in close collaboration with state and valley partners to test new tools and methods in response to SAFE Rule 1 passage. A second element of the SAFE Rule was finalized on March 31, 2020 further lowering vehicle emission standards. MCTC staff will continue to monitor SAFE Rule impacts and participate with partners to find an adequate solution to the issues the rule has created.

Previous Work

1. Monitored developments of Federal and State Clean Air Acts.
2. Executed MOU with eight Valley TPAs and the Air District to ensure a comprehensive and cooperative approach to air quality transportation planning.

3. Assisted in development of travel and emissions travel forecasts.
4. Projected motor vehicle emission forecasts for Madera County.
5. Continued to work jointly with the Air District in matters pertaining to transportation planning.
6. Provided updated travel factors to the Air District.
7. Completed Reasonably Available Control Measure (RACM) process for Madera County for inclusion in the Air District's Ozone Extreme Plan.
8. Completed the Best Available Control Measure (BACM) process for Madera County for inclusion in the Air District's PM10 Plan.
9. Participated with other Valley TPAs in the San Joaquin Valley Modeling/Air Quality Committee.
10. Developed greenhouse gas reduction targets for Madera County to meet SB 375 mandates.
11. Prepared 8-Hour Ozone, PM 10, and PM 2.5 Air Quality Conformity.
12. Determinations for the 2019 FTIP/ 2018 RTP.

Product

1. Contract with Valley Air Quality Consultant (approx. \$8,000).
2. Prepare Conformity Determinations as required for any amendments to the 2019 FTIP or 2018 RTP.
3. Monitor SAFE Rule rulemaking.
4. Participate in testing solutions for SAFE Rule issues.
5. Document tribal government-to-government relations.

Tasks

Task	Task Description	Work Schedule	% of Work
113.1	Participate with other Valley MPOs in the San Joaquin Valley Director's Association-Interagency Consultation Group (IAC), and State agencies to address ongoing pertinent transportation modeling, air quality, modeling, and transportation conformity analysis issues.	Jul 2020-Jun 2021 Monthly, or as needed	25%
113.2	Monitor State and Federal guidance related to air quality transportation planning requirements.	Jul 2020-Jun 2021	10%
113.3	Submit future year travel forecasts to the SJVAPCD and the CARB as requested.	Jul 2020-Jun 2021	5%
113.4	Work with the SJVAPCD and other agencies in determining whether there are TCMs, Reasonably Available Control Measures (RACM) and/or Best Available Control Measures (BACM), which could be pursued for congestion or inclusion in attainment demonstration	Jul 2020-Jun 2021	5%

	plans.		
113.5	Evaluate various alternative modes of transportation as they relate to air quality.	Jan 21 – July 21	10%
113.6	Continue with the ongoing public education process and work to develop outreach programs on conformity and other transportation issues.	Jul 2020-Jun 2021	5%
113.7	Continue to work with the SJVAPCD and SJV Model Coordinating Committee to jointly evaluate the development of the updated EMFAC (Emissions FACTor model) and current California mobile source control measures on motor vehicle emission projections.	Jul 2020-Jun 2021	10%
113.8	Continue with ongoing coordination, consultation, collaboration and communication and provide necessary technical assistance to the tribal governments. Pertinent air quality information is disseminated directly to the local tribal governments and MCTC staff is made available to assist with air quality requirements.	Jul 2020-Jun 2021	5%
113.9	Prepare conformity finding for the draft 2021 FTIP.	July 20	25%
113.10	Prepare conformity finding for amendments to the 2019 FTIP and 2018 RTP and draft 2021 FTIP	Jul 2020-Jun 2021	25%
113.11	Monitor SAFE Rule Rulemaking	Jul 2020-Jun 2021	1%
113.12	Participate in finding/testing solutions for issues related to SAFE Rule	Jul 2020-Jun 2021	19%
			100%

FTE.23

113 Air Quality Transportation Planning

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	918	Air Quality Consultant	8,000
MCTA			
FHWA-PL	7,082		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	8,000	Subtotal	8,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	9,604	Direct Wages/Benefits plus Indirect:	74,126
MCTA			
FHWA-PL	64,522		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	74,126		
Total:	82,126	Total:	82,126

WORK ELEMENT: 120 GOODS MOVEMENT & HIGHWAYS PLANNING

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 COG Directors commissioned the development of a Valleywide Goods Movement Action Plan. Based on the success of the Route 99 Business Plan and in order 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 update the Business Plan and 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 (SJVGMSIP) 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.

Data collected for Phase One of the Fresno-Madera Origin/Destination study will be used to calibrate the MCTC traffic model more accurately along key goods movement corridors during the ongoing update of the traffic model during FY 2019/20 detailed in WORK ELEMENT 113.

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 in order 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 Corridor Plan

The purpose of the SR 99 Corridor Plan is to identify the boundaries of the corridor and present a District-wide unified vision for the corridor. The Corridor Plan will identify projects and strategies with associated performance measures that position the District 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 Corridor Plan.

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 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. 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.
3. Data pertinent to accurate modeling of travel data on goods movement corridors.
4. Document tribal government-to-government relations.
5. Participate with the development of the SR 99 Corridor Plan.

Tasks

Task	Task Description	Work Schedule	% of Work
120.1	Review local agency circulation elements including goals, policies, and objectives.	Jul 2020-Jun 2021	20%
120.2	Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies.	July 2020-June 2021- as needed when new information becomes	25%

		available	
120.3	Prepare staff analysis on various studies, including the SR 41 High Emphasis Focus Route, SR 49 designation, SR 99 and review local agency traffic studies as required.	July 2020-June 2021 - as needed when new information becomes available	25%
120.4	Participate and provide technical support for planned or ongoing Valleywide Goods Movement Projects.	Jul 2020-Jun 2021	10%
120.5	Participate and provide technical support for the SR 99 Corridor Plan	July 2020-December 2020- or as needed	20%
			100%

FTE: .31

120 Goods Movement and Highways 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	10,967	Direct Wages/Benefits plus Indirect:	95,614
MCTA			
FHWA-PL	84,647		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	95,718		
Total:	95,614	Total:	95,614

WORK ELEMENT: 122 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 provided a new opportunity 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 MAP-21, 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. Madera County 2018 Regional Transportation Plan.
2. Madera County 2018, 2020 Regional Transportation Improvement Programs.
3. 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	Task Description	Work Schedule	% of Work
122.1	Maintain current with all Federal/State project programming and delivery requirements.	2020-21	20%
122.2	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.	2020-21	30%
122.3	Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis.	2020-21	45%
122.4	Evaluate Strategic Growth Council's Affordable Housing and Sustainable Communities Program and other State funding programs for applicability and implementation in Madera County.	2020-21	5%
			100%

FTE: .16

122 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:	39,810
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM	39,810		
Other			
Subtotal	39,810		
Total:	39,810	Total:	39,810

WORK ELEMENT: 130 PUBLIC TRANSPORTATION

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. The coordinated plan has been updated in FY 2019-020 pursuant to MAP-21 and the FAST Act, as necessary to assist the local agencies in applying for funds from Sections 5310 and 5311.

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.

The 2004 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 and will strengthen the multimodal network.

MCTC staff maintains the Short Range Transit Development Plan (SRTDP), a five year plan completed in 2017-18 and valid through 2021-22. MCTC will begin working on updating the SRTDP for the subsequent 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 (NFRTTP), 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 NFRTTP 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.

Previous Work

1. Transit Development 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. Coordinated Public Transit-Human Services Transportation Plan – 2020.
6. Short Range Transit Development Plan – 2017/18 – 2021/22.
7. Conduct scientific public survey of Eastern Madera County Residents regarding potential transit system between Fresno and Yosemite National Park – 2013.
8. UC Davis Alternatives for Meeting Transit Needs in Rural San Joaquin Valley Study.
9. Coordinated with member agencies regarding Transit Asset Management (TAM) Plans.
10. Public Transportation Safety Plan Targets coordination.
11. 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. Coordinate with member agencies to set PTASP targets for the region.

Tasks

Task	Task Description	Work Schedule	% of Work
130.1	Continue to maintain and update information for the transit services inventory.	Monthly	5%
130.2	Monitor information for update of the RTP.	Monthly	25%
130.3	Review transit operator agreements and update as necessary.	Quarterly	5%
130.4	Consultation, coordination and collaboration with tribal governments and farmworker transportation groups as needed to ensure that environmental justice requirements are being addressed/complied with.	Quarterly	15%
130.5	Continue to coordinate and collaborate with Environmental Justice communities and Disadvantage Communities to ensure outreach is being properly conducted.	2020-21	5%
130.6	Participation on Transit Advisory Board and monitor related transit agencies.	Quarterly	10%
130.7	Transit Asset Management (TAM) Plan coordination.	2020-21	5%
130.8	Public Transportation Safety Plan Target coordination.	2020-21	5%
130.9	Review Short Range Transit Development Plan and update accordingly.	July-20—Dec-21	25%
			100%

FTE: .34

130 Public Transportation

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	11,116	Direct Wages/Benefits plus Indirect:	96,914
MCTA			
FHWA-PL			
FTA-Section 5303	85,798		
STIP - PPM			
Other			
Subtotal	96,914		
Total:	96,914	Total:	96,914

WORK ELEMENT: 140 OTHER MODAL ELEMENTS

Objective

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process for the non-motorized, aviation, and rail modes consistent with the principles of livable communities.

Discussion

MCTC monitors local, State and Federal requirements impacting local plans for the non-motorized, aviation and 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 on all roads 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.

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 is 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 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. Towards an Active California State Bicycle & Pedestrian Plan was completed in 2017.

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 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 (included in WE 151). 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.

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 funds 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.

Previous Work

1. Monitored rail development plans for Multimodal facility in Madera and relocation of Amtrak station.
2. Updated information on bicycle and pedestrian facilities and rail planning for inclusion in the 2014, and 2018 RTPs.
3. San Joaquin Valley ITS Strategic Deployment Plan.
4. Member of the Madera County High Speed Rail Technical Working Group.
5. Incorporated livability/sustainability PEA principles in RTP development.
6. Conducted Pedestrian Safety Assessment with City of Madera.
7. Adopted the Madera County Regional Active Transportation Plan in 2018.
8. Adopted the Complete Streets Policy Guide in 2018.
9. Interactive ATP webpage released.

Product

1. Updated information on bicycle and pedestrian facilities, aviation systems planning (planning only) and rail planning for inclusion in the updates of the RTP.
2. Staff reports on non-motorized, aviation, and rail issues.
3. Updates to the ITS Architecture Maintenance Plan, if needed.
4. Minutes from the Central Valley Rail Working Group and San Joaquin Valley Rail Committee meetings.

Tasks

Task	Task Description	Work Schedule	% of Work
140.1	Review Planning issues related to bicycle and pedestrian facilities, aviation systems planning, and rail.	Monthly - as necessary and when information becomes available	20%
140.2	Provide staff analysis of available funding resources for non-motorized, aviation, and rail planning projects.	July 2020 - June 2021 – as needed when information regarding funding becomes available	10%
140.3	Review goals, objectives and policies for bicycle and pedestrian, aviation, and rail. Update for inclusion in the RTP as necessary.	January 2021-June 2021 – as needed	5%
140.4	Participate in meetings/workshops related to ITS, rail,	July 2020 - June	20%

	aviation, bicycle and pedestrian facilities, and other modal elements.	2021 – monthly and as needed	
140.5	Monitor and participate in the EIR/EIS development process for the California High-Speed Rail system, including proposed alignments and potential maintenance facility locations in Madera County and ensure consistency and compliance with the RTP and other plans and products.	July 2020 - June 2021 – as needed	5%
140.6	Represent Madera County on the San Joaquin Valley Rail Committee.	July 2020 - June 2021 – as needed basis	5%
140.7	Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments.	July 2020 - June 2021 – as needed when information becomes available	25%
140.8	Develop and maintain Active Transportation web page.	July 2020 - June 2021 – monthly and as needed	10%
			100%

FTE: .39

140 Other Modal Elements

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	13,687	Direct Wages/Benefits plus Indirect:	119,327
MCTA			
FHWA-PL	105,640		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	119,327		
Total:	119,327	Total:	119,327

WORK ELEMENT: 150 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. Public hearings and workshops are advertised in local newspapers, 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 Development 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 also updated the Public Participation Plan (PPP) 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 in order 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 April 2018.

Previous Work

1. Document tribal government to government relations.
2. San Joaquin Valley Blueprint – Vision and Values and Locally Preferred Scenario workshops.
3. Participation in the Central Valley Environmental Justice Project.
4. Conducted extensive outreach efforts with environmental justice communities as part of the 2018 RTP and Unmet Transit Needs.
5. Title VI Analysis for the 2018 RTP.
6. Title VI Plan and Limited English Proficiency Plan.
7. 2020 MCTC Public Participation Plan.
8. 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 2020 Unmet Transit Needs.
4. Maintain and improve MCTC website and social media pages.

Tasks

Task	Task Description	Work Schedule	% of Work
150.1	MCTC Staff will amend as necessary the MCTC Public Participation Plan to comply with Federal and State requirements.	January 2021 – June 2021 or as needed	15%
150.2	Evaluate the distribution of low-income and minority household benefits and burdens associated with the current transportation planning process and its outcomes.	2020-21	10%
150.3	Provide Spanish language translations.	2020-21 - as needed	10%
150.4	MCTC Staff will Coordinate, Consult, Collaborate with tribal governments.	2020-21 – as needed	15%
150.5	Implement MCTC Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments.	2020-21	10%
150.6	Develop and implement bicycle and pedestrian safety, education, and encouragement programs.	Jan 2021 – June 2021	10%
150.7	Maintain and improve website and social media to keep public informed about MCTC activities, public hearings, workshops, and meetings.	2020-21 - as needed	15%
150.8	MCTC Staff will review CalEPA’s EnviroScreenVersion 3.0 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.	July 2021 – Dec 2021	10%
150.9	Collaborate with the Madera Community College Center to engage student community in outreach and education activities.	Jan 2021 – June 2021	5%
			100%

FTE.17

150 Public Participation Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	3,132	Public Notices	8,800
MCTA		Public Outreach Costs	16,309
FHWA-PL	24,177	Translation Services	2,000
FTA-Section 5303		SJV Website	200
STIP - PPM			
Other			
Subtotal	27,309	Subtotal	27,309
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	5,737	Direct Wages/Benefits plus Indirect:	50,019
MCTA			
FHWA-PL	44,282		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	50,019		
Total:	77,328	Total:	77,328

WORK ELEMENT: 151 ALTERNATIVE TRANSPORTATION ACTIVITIES

Objective

To provide information to travelers about transportation services available within Madera County and to encourage the use of alternatives to single occupant commuting.

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 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.

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 (SJVRC) acts as a technical advisory group to the SJJPA Board. Previously, MCTC staff as well as MCTC Policy Board Members were voting members of this group. New bylaws proposed by the SJJPA Board altered the nature of the SJVRC membership. MPO board members and staff are no longer eligible to be representatives for this group. MCTC staff assisted the SJJPA in finding new Madera County representatives for the SJVRC 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.

In 2016 the California High Speed Rail Authority released its 2016 Business Plan. The plan calls 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. Staff will continue to work with its partners in this planning effort throughout the 20-21 fiscal year.

On April 26, 2018 California State Transportation Agency announced that the SJJPA 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 Joaquins 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.

The 2018 HSR Business Plan proposes to evaluate the construction between Madera and Merced for early service, including understanding the opportunity for connections to the San Joaquins line of Amtrak and Altamont Corridor Express services. This analysis will inform the 2019 Project Report. Staff will continue to work with its partners in this planning effort throughout the 2020-2021 fiscal year.

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 measure. 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 Development Plan.

MCTC staff has created a transportation guide which contains information about all transit operators in Madera County including Madera Area Express (MAX), Dial-A-Ride (DAR), Chowchilla Area Transit Express (CATX), Madera County Connection (MCC), Eastern Madera County Escort Service, Eastern Madera County Senior Bus, Yosemite Area Regional Transportation System (YARTS), CalVans, and Amtrak in a way that allows users to see how those systems complement each other and can be used in combination to reach most destinations in Madera County and beyond. Staff will engage in public outreach activities that use the transportation guide to educate residents about all their transit options and encourage mode shift to transit. Staff will continue assessing the opportunity to make the transportation guide more accessible by providing a digital version online and supplying member agencies with the digital version as well as the print version.

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. Madera County Transportation Guide - 2016.

Product

1. Maintain and update website and develop promotional materials.

Tasks

Task	Task Description	Work Schedule	% of Work
151.1	Represent rideshare program as required.	2020-21	10%
151.2	Provide rideshare promotional materials as required.	2020-21	5%
151.3	Develop/print promotional materials.	2020-21	10%
151.4	Maintain and update TDM activities on MCTC website.	2020-21	10%
151.5	Conduct community outreach activities as needed.	2020-21	10%

151.6	Participate in CalVans joint powers agency.	As Required	10%
151.7	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.	2020-21	40%
151.8	Coordinate with tribes and major employers on employer-based trip reduction programs for existing and future employment centers.	2020-21	5%
			100%

FTE: .21

151 Alternative Transportation Activities

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	64,583	Direct Wages/Benefits plus Indirect:	64,583
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	64,583		
Total:	64,583	Total:	64,583

WORK ELEMENT: 200 TRANSPORTATION DEVELOPMENT PROGRAM

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 on the 2021 FTIP will continue during Fiscal Year 2020-21 with anticipated adoption in Summer 2020.

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 2019 FTIP.

Assembly Bill 1012 was enacted into law during February of 1999 in an effort 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 in order to speed up deliver 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 on a monthly basis 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 in order to track regional obligation progress in meeting AB 1012 requirements.
6. Entered into 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: 2002-2019.
11. Conducted a CMAQ Call for Projects in FY 19-20.

Product

1. Draft 2021 FTIP and Air Quality Conformity Analysis for MCTC adoption in Summer 2020.
2. Amendments to the 2019 FTIP and Air Quality Conformity Analysis.
3. Staff analysis of project funding available to Madera County.
4. Public Notices and Inter Agency Consultation.
5. RSTP appropriation process.
6. Project selection and implementation of CMAQ Program.
7. Local Obligation Plans for CMAQ per AB 1012 requirements.
8. Federal Annual Listing of Obligated Projects.
9. CMAQ Annual Obligation report.
10. Additional STIP revisions.
11. CMAQ Call for Projects, if necessary.

Tasks

Task	Task Description	Work Schedule	% of Work
200.1	Review California Transportation Commission Fund Estimates and policies.	July 2020-June 2021 – as information becomes available	5%
200.2	Review Caltrans proposed IIP and solicit local agency input.	July 2020-June 2021 – as	5%

		information becomes available	
200.3	Prepare Federal Transportation Improvement Program Amendments and Conformity Analysis (as necessary) for submittal to Caltrans, the Federal Transit Administration, and the Federal Highways Administration.	July 2020-June 2021 – as needed/required through entire Fiscal Year, as requested by State and local agencies.	60%
200.4	Coordination of Federal Transportation Improvement Program with Regional Transportation Improvement Program.	July 2020-June 2021 – as needed though entire Fiscal Year	5%
200.5	Prepare, submit, and upload various CMAQ Reports.	4Q 2020	10%
200.6	Prepare and submit AB 1012 report.	1Q 2021	5%
200.7	Participate in the Statewide Programmers Group. Program Regional FTIP information utilizing the CTIPS.	July 2020-June 2021 – monthly though entire Fiscal Year	5%
200.8	Prepare Annual Listing of Obligated Projects.	4Q 2020	5%
			100%

FTE: .54

200 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		Direct Wages/Benefits plus Indirect:	159,679
MCTA			
FHWA-PL	141,364		
FTA-Section 5303			
STIP - PPM	18,315		
Other			
Subtotal	159,679		
Total:	159,679	Total:	159,679

WORK ELEMENT: 901 TRANSPORTATION FUNDS ADMINISTRATION**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 2020-21 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. 2014 Triennial Performance Audit
6. 2017 Triennial Performance Audit.
7. Prop 1B: PTMISEA administration.
8. LCTOP administration.
9. 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 2020-21 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	Task Description	Work Schedule	% of Work
901.1	Prepare finding of apportionment for LTF/STA and make allocations.	May-21	5%
901.2	Review and Process LTF/STA claims – review for conformance with applicable TDA law, the RTP, and SRTDP.	2020-21	20%
901.3	Prepare LTF/STA financial reports.	Dec-20	20%
901.4	Conduct meeting of the SSTAC.	March – May-21	5%
901.5	Conduct Unmet Transit Needs hearing.	Apr-21	5%
901.6	Prepare Unmet Transit Needs staff report.	Apr-21	21%
901.7	Maintain appropriate financial activity records.	2020-21	5%
901.8	Contract for appropriate fiscal audits.	Aug-20	2%
901.9	Administer Prop 1B transit program – PTMISEA	2020-21	5%
901.10	Assist local agencies in development of project applications for Section 5311, 5311 (f), Section 5310; Section 5304; Section 5307	2020-21	2%
901.11	Administer LCTOP Program	2020-21	5%
901.12	Administer SGR Program	2020-21	5%
			100%

FTE: .43

901 Transportation Funds Administration

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	58,000	Audits	12,000
MCTA		Translation Services	2,000
FHWA-PL		Public Notices	1,000
FTA-Section 5303		Triennial Performance Audits	28,000
STIP - PPM		Other Costs	15,000
Other			
Subtotal	58,000	Subtotal	58,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	68,500	Direct Wages/Benefits plus Indirect:	68,500
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	68,500		
Total:	126,500	Total:	126,500

WORK ELEMENT: 902 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. 2020-21 MCTC Overall Work Program and Budget.
2. Quarterly Reports.

Tasks

Task	Task Description	Work Schedule	% of Work
902.1	Initiate OWP development process/review IPG and State OWP guidelines.	Nov-20	10%
902.2	Identify local project needs through public input.	Oct-May-20-21	5%
902.3	Complete Quarterly Reports.	Quarterly	20%
902.4	Develop & circulate Draft OWP and Budget for public and agency review.	Dec-Feb-21	45%
902.5	Complete & adopt Final OWP with compliance certifications and process agreement.	June-21	10%
			100%

FTE: .15

902 Overall Work Program & Budget

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	4,901	Direct Wages/Benefits plus Indirect:	31,199
MCTA			
FHWA-PL	26,298		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	31,199		
Total:	31,199	Total:	31,199

WORK ELEMENT: 903 SR 233 CORRIDOR STUDY

Objective

The objective of the SB-1 Sustainable Communities Planning grant program is to encourage local and regional multimodal transportation and land use planning that furthers the region's RTP/SCS, contributes to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines, addresses the needs of disadvantaged communities, and also assists in achieving the Caltrans Mission and Grant Program Overarching Objectives. MCTC will conduct a SR 233 Corridor Study with the grant funds.

Discussion

Caltrans created the Sustainable Transportation Planning Grant to support its Mission: Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The California Legislature passed, and Governor Edmund G. Brown Jr. signed into law, Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017, a transportation funding bill that will provide a reliable source of funds to maintain and integrate the State's multi-modal transportation system. In addition to the \$9.3 million in traditional State and federal grants, approximately \$25 million in SB 1 funds for Sustainable Communities Grants is available on an annual grant cycle. Metropolitan Planning Organizations in the State receive half of this funding or \$12.5 million in Sustainable Communities Formula Grants. The SB 1 grant funding is intended to support and implement the RTP/SCS and to ultimately achieve the State's GHG reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

Grant Program Overarching Objectives

The sustainable communities overarching objectives are:

Sustainability – Promote reliable and efficient mobility for people, goods, and services, while meeting the State's GHG emission reduction goals, preserving the State's natural and working lands, and preserving the unique character and livability of California's communities.

Preservation – Preserve the transportation system through protecting and/or enhancing the environment, promoting energy conservation, improving the quality of life, and/or promoting consistency between transportation improvements and State and local planning growth and economic development patterns.

Mobility – Increase the accessibility of the system and mobility of people and freight.

Safety – Increase the safety and/or security of the transportation system for motorized and active transportation users.

Innovation – Promote the use of technology and innovative designs to improve the performance and social equity of our transportation system and provide sustainable transportation options.

Economy – Support the economic vitality of the area (i.e. enables global competitiveness, enables increased productivity, improves efficiency, increases economic equity by enabling robust economic opportunities for individuals with barriers to employment and for Disadvantaged

Business Enterprises (DBEs), etc.).

Health – Decrease exposure to local pollution sources, reduce serious injuries and fatalities on the transportation system, and promote physical activity especially through transportation means.

Social Equity – All of these overarching objectives should promote transportation solutions that focus on and prioritize the needs of communities most affected by poverty, air pollution and climate change, and promote solutions that integrate community values with transportation safety and performance while encouraging greater than average public involvement in the transportation decision making process.

Examples of types of projects eligible to apply for this grant are outlined in Appendix J but are not limited to those presented in the list. However, communication and approval from Caltrans of any project type not listed is necessary to ensure applicability. In general, types of projects that plan for reductions in GHG and VMT, and/or integrate Land Use and Transportation planning are eligible pending confirmation from Caltrans. Appendix J also provides a list of costs eligible for funding, as well as, ineligible activities and expenses list that would result in application disqualification.

As part of this program, MCTC is eligible to receive an estimated \$169,662 in SB-1 Sustainable Communities Formula Funds for FY 19-20 and will administer these funds to carry out the objectives of the grant program. This project is a multi-year project and consists of two phases which will include funding from FY 18-19 and FY 19-20: 1) Phase 1 of this study is the preparation of a Public Participation and Outreach Plan and Existing Conditions / Needs Assessment Study for State Route 233; 2) Phase 2 of this study will build on the results of phase 1 and result in the completion of the SR 233/Robertson Boulevard Corridor Planning Study and Downtown Core Master Plan. Phase 2 of this study will be funded by MCTC's formula allocation for FY 2019-20.

INTRODUCTION:

MCTC, in collaboration with stakeholders, will commission a Public Participation and Outreach Plan and a Corridor Planning Study / Downtown Master Plan of SR 233/Robertson Boulevard from SR 152 to Rd 19, with an emphasis area in Downtown Chowchilla (See Appendix K).

RESPONSIBLE PARTIES:

MCTC will be the grantee. The project will be carried out through a joint collaboration of stakeholders, including community groups, Caltrans District 6, City of Chowchilla, Consultant Services, and MCTC. MCTC will hire consultant services to prepare a community outreach and engagement plan and to perform a corridor planning study.

MCTC and the City of Chowchilla will be collaborating closely on this project due to a parallel SB 1 Sustainable Communities Competitive Planning Grant the City of Chowchilla was awarded. Their Truck and Signage study have been integrated into this scope of work, funded from a different source, because SR 233 is the main trucking route and main street in the City of Chowchilla, as well as, part of the significant road system for the region which connects with SR

99 and SR 152.

OVERALL PROJECT OBJECTIVES:

When complete, the study will incorporate many of the objectives below and others that are found feasible.

- A road diet to improve bike, pedestrian, and transit connectivity for residents of nearby homes and other essential destinations.
- Add bicycle lanes (Class I, II, III, and IV) or markings as found feasible either on SR 233 or nearest parallel streets.
- Include conceptual design for improved traffic signals, bulb outs, refuge islands, lighted bollards, and crosswalks treatments.
- Install pedestrian-scale street lighting along SR 233 that is energy efficient.
- Apply “green street” concepts, such as storm water planter boxes, shading trees, and porous pavers where possible.
- Install street furniture and other design features.
- Increase and make parking more accessible, by either creating diagonal parking or clearly marking parking spots.
- Make recommendations for necessary maintenance of sidewalks, curbs and streets, including re-surfacing as needed to address both physical deterioration and ADA deficiencies such as gaps, and infrastructure deficiencies for storm drainage.
- Coordinate transit routes and/or scheduling to best reflect the region’s diverse land use, socioeconomic conditions, travel patterns and mitigate roadway congestion.
- Create traffic calming design such as parklets along sidewalks and bulb outs on medians as found to be feasible within the preferred design.

MCTC’s primary objective of this study is that all components from the RTP/SCS, Complete Streets, Short Range Transit Development Plan, Active Transportation Plan, Social Services Technical Advisory Committee, and City of Chowchilla’s Design Guidelines are combined to serve all elements of a well-planned multi-modal complete street concept while also providing a sense of place for the residents, business, and visitors.

The following sub-sections describe the project as well as the project outcomes for Phase I and the scope of work, tasks, and deliverables for Phase 2 of this project. Section 903.1 summarizes Phase I of the SR 233 Corridor Study and the products of tasks 1 through 3, as well as the continuing staff coordination and outreach efforts. Section 903.2 continues this scope of work into Phase 2 of the project for FY 19-20 and details task 4. Task 5 is an administrative task, therefore the deliverables in that task will apply to both phases.

**903.1 State Route 233 Corridor Study: Public Participation Plan and Existing Conditions Report
PHASE 1: (FY 2018-19 FUNDING)**

PREVIOUS WORK

Phase I of this element produced the Public Participation and Outreach Plan (PPOP) and the Existing Conditions Report. MCTC retained the consultant firm TJKM to develop the PPOP, to gather data for the Existing Conditions Report, and to work on Phase II of this project. As part of the PPOP, stakeholders were identified, a Stakeholder Advisory Committee was organized, a Stakeholder Committee kick-off meeting, Community Workshop, and a Stakeholder Advisory Committee meeting were held. The Existing Conditions Report was finalized, and the results were presented to the City of Chowchilla's Planning Commission and City Council, and to the Madera CTC Board.

A detailed scope of work with all the activities and responsible parties follows.

1. Community Outreach and Existing Conditions/ Needs Assessment

Task 1.1 Project Kick-Off Meeting # 1

- MCTC will hold a meeting with Caltrans staff to develop the Project Team, discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information. Meeting summary will be documented.
- **Responsible Party:** MCTC

Task 1.2 Procure Consultant for Community Outreach/Data Collection/ Study/ Master Plan

- Complete RFP process for selection of consultant for Phase 1 and 2 using the proper procurement procedures.
- **Responsible Party:** MCTC

Task 1.3 Identify Stakeholders

- Identify, invite, and confirm individual stakeholders (senior managers and resident representatives) that represent specific sectors to serve on a Stakeholder Committee to meet face-to-face.
- Caltrans to review and provide comment.
- **Responsible Party:** Consultant

Task 1.4 Develop a Stakeholder Advisory Committee

- The purpose of the Stakeholder Committee as a decision-making body within the project governance structure is to provide, review and monitor strategic direction and policy guidance to the Project Team and other stakeholders.
- The Committee will provide recommendations on project approaches and participate in discussing general strategies and opportunities for project planning and implementation. Meeting summaries will be documented.
- Caltrans to review and provide comment.
- **Responsible Party:** Consultant

Task 1.5 Stakeholder Committee Kick-Off Meeting

- MCTC will hold a meeting with community partners’ staff to discuss grant procedures and project expectations including meeting schedules/timeline, invoicing/in-kind accountability, quarterly reporting, and all other relevant project information. Meeting summary will be documented.
- **Responsible Party:** Consultant

Task 1.6 Staff Coordination

- Monthly face-to-face Project Team meeting to ensure good communication on upcoming tasks and to make sure the project remains on time and within budget. Caltrans District 6 will serve as member of the Project Team.
- Meetings to include Consultant(s) or Community partners as appropriate.
- **Responsible Party:** MCTC, Consultant

Task	Deliverable
1.1	<i>Meeting Notes</i>
1.2	<i>Copy of Procurement Procedures and Executed Consultant Contract</i>
1.3	<i>Stakeholder Contact List</i>
1.4	<i>Formation of Stakeholder Committee and Meeting Notes</i>
1.5	<i>Meeting Notes</i>
1.6	<i>Monthly Meeting Notes</i>

2. Public Participation/Outreach Plan

Task 2.1 Develop Public Participation & Outreach Plan (PPOP)

- Develop and use a documented PPOP that defines a process for providing residents, disadvantaged community members, and key stakeholders with reasonable opportunities to be involved, informed, and actively engaged in the Robertson Boulevard Corridor Planning Study development. Examples of this processes include: community workshops, focus groups, surveys, and joint commission/committee meetings.
- The PPOP includes but not be limited to: process and timing for press advisories, development of web-based and social media interaction, participant satisfaction data, process for development of “Cultural Brokers” to promote meaningful engagement by the average ‘lay person’ in the planning process.
- **Responsible Party:** Consultant

Task 2.2 Review and Approval of Public Participation & Outreach Plan

- Caltrans to review, provide comment and approve the PPOP.
- PPOP to be reviewed and approved by Stakeholder Advisory Committee prior to implementation.

- **Responsible Party:** MCTC/Caltrans

Task 2.3 Community Workshop #1

- Workshop and walking tour. This workshop will introduce the project to the public, define project parameters, inform the community of project opportunities and constraints, and solicit opinions from the community to shape Task 3.1, Develop a Corridor Planning Study Concept.
- Ensure Outreach Organization notifies public of meeting; uses available grant resources to mitigate barriers to attendance; and utilizes PPOP to support meaningful engagement.
- **Responsible Party:** MCTC, Consultant

Task 2.4 Stakeholder Advisory Committee Meeting #1

- An interactive workshop that will present the information from Community Workshop #1, streetscape design concept alternatives, and will use clicker technology, modeling tools, and maps as needed. Solicit feedback from the committee to shape Task 6.4, Develop Downtown Core Master Plan and 6.5 Draft SR 233 SR 233 Corridor Master Plan and Downtown Master Plan.
- Ensure Outreach Consultant notifies public of meeting; mitigates barriers to attendance.
- **Responsible Party:** MCTC, Consultant

Task	Deliverable
2.1	<i>MCTC’s Public Participation & Outreach Plan</i>
2.2	<i>Final Public Participation & Outreach Plan</i>
2.3	<i>PowerPoint Presentation, Workshop Summary, Photos</i>
2.4	<i>Meeting Notes</i>

3. SR 233/ Robertson Boulevard Existing Conditions Corridor Report

Task 3.1 Data Collection/Identify Existing Conditions

- Gather existing conditions and background data by identifying opportunities and constraints as well as standards that should be used to guide preparations of the Planning Study such as existing and planned land uses, population characteristics, and travel projections within downtown Chowchilla.
- Identify and collect all available information that currently exists relative to the study limits. Information includes, but may not be limited to:
 - RTP/SCS 2018
 - Short Range Transit Development Plan
 - 2018 ATP
- Review Smart Mobility Framework place types and conduct location efficiency analysis along SR 233 (Robertson Boulevard) and nearest parallel streets.
- Conduct pedestrian, bicycle and vehicle counts at select locations, and acquire transit

ridership data for the corridor.

- Take Physical measurements of all distinctly different street sections throughout the study limits including side streets. Use information in the evaluation and possible change in street cross sections proposed for the purposes of providing complete street components where reasonably possible.
- Coordinate with Chowchilla, ATP, and Consultant to ensure inventory and evaluation of existing ridership, bicycle and pedestrian facilities and nearby apartments and homes in downtown Chowchilla.
- Create a digital database report listing type of data, locations, and other technical elements collected.
- Submit database to MCTC
- **Responsible Party:** Consultant

Task 3.2 Stakeholder Advisory Committee Meeting # 2

- An interactive workshop that will use clicker technology, modeling tools, and maps to present the streetscape design concept alternatives. Community will decide on preferred alternatives. Continue to solicit feedback from the community to shape Task 4.4.
- Ensure Outreach Consultant notifies public of meeting; mitigates barriers to attendance
- **Responsible Party:** Consultant

Task 3.3 Develop Existing Conditions Report

- Draft Existing Conditions Report
- **Responsible Party:** Consultant

Task 3.4 Presentation to Committee

- Present conditions report to Council and Committee members
- **Responsible Party:** MCTC/Consultant

Task 3.5 Presentation to Chowchilla’s Planning Commission and City Council

- Present conditions report to Planning Commission and Council members
- **Responsible Party:** MCTC/Consultant

Task 3.6 MCTC Board Presentation

- Present conditions report to MCTC Board
- **Responsible Party:** MCTC/Consultant

Task	Deliverable
3.1	<i>Database Development and Inventory Submittal</i>
3.2	<i>PowerPoint Presentation, Workshop Summary, Photos</i>
3.3	<i>Draft Existing Conditions and Opportunities</i>

	<i>Report</i>
3.4	<i>PowerPoint Presentation, Workshop Summary, Photos</i>
3.5	<i>PowerPoint Presentation, Workshop Summary, Photos</i>
3.6	<i>PowerPoint Presentation, Workshop Summary, Photos</i>

903.2 State Route 233 Corridor Study and Downtown Core Master Plan

PHASE 2: (FY 2019-20 FUNDING)

Phase 2 starts with Task 4 as it is a continuation of the previous 3 tasks' results by the same consultant team. Phase 2 of the State Route 233 Corridor Study and Downtown Core Master Plan builds on the results of Phase 1, Existing Conditions and Opportunities Report and the Public Participation and Outreach Plan to produce a Corridor Concept for SR 233. This is achieved by developing Corridor Planning Study Concepts and continuing to gather community feedback through two more community workshops and one last stakeholder advisory meeting. After refining the concept alternatives and producing a downtown core Master Plan conceptual design, a projects implementation matrix that reviews and identifies potential funding sources for future implementation of the preferred alternative will be also included in the final report.

4. SR 233/Robertson Boulevard Corridor Planning Study and Downtown Core Master Plan

Task 4.1 Develop SR 233 Corridor Concept

- Based on the existing conditions report and the community input from Workshop #1, a Corridor Planning Study Concept will be developed. The conceptual design will incorporate complete streets elements and will include plans, sketches, and photos to accommodate bicycles, pedestrians, vehicles (including freight trucks), transit and parking.
- **Responsible Party:** MCTC/Consultant

Task 4.2 Community Workshop #2

- Present Draft Corridor Concept and continue to solicit feedback for public comments to shape Tasks 4.4 and 4.5
- Ensure Outreach Consultant notifies public of meeting; mitigates barriers to attendance
- **Responsible Party:** MCTC, Consultant(s)

Task 4.3 Stakeholder Advisory Committee Meeting # 3

- An interactive workshop that will use clicker technology, modeling tools, and maps to present the streetscape design concept alternatives. Community will decide on preferred alternatives. Continue to solicit feedback from the community to shape Task 4.6, Draft a Projects Implementation Matrix.

- Ensure Outreach Consultant notifies public of meeting; mitigates barriers to attendance
- **Responsible Party:** Consultant(s)

Task 4.4 Develop Downtown Core Master Plan

- Based on the existing conditions report and the community input from Workshop #1, Downtown Core Master Plan will be developed. The conceptual design will incorporate complete streets elements and will include plans, sketches, and photos to accommodate bicycles, pedestrians, vehicles (including freight trucks), transit and parking.
- Develop a Projects Implementation Matrix that reviews and identifies potential funding sources for future implementation of preferred alternative.
- **Responsible Party:** MCTC/Consultant

Task 4.5 Draft SR 233/Robertson Boulevard Planning Study Plan/Report

- Based on the preferred design alternative chosen in Workshop #2, a draft report will be prepared. The draft report will be presented at Workshop #3 for public comment. Submit the Draft SR 233/Robertson Boulevard Planning Study Plan to Caltrans for review and approval.
- **Responsible Party:** MCTC, Consultant

Task 4.6 Presentation to Committee

- Coordinate a joint session among the committee to review the draft report and conceptual design alternative. Solicit feedback, respond to any questions, and resolve any critical issues.
- **Responsible Party:** MCTC, Consultant

Task 4.7 Produce Final SR 233/Robertson Boulevard Planning Study / Master Plan

- Complete the final report that addresses the comments given from Workshop #3 and the Joint Commission Meeting. Submit Final SR233/Robertson Boulevard Planning Study for Caltrans review and approval. Four hard-copies and four electronic copies of the final report will be submitted to Caltrans. Credit of the financial contribution of the grant program will be credited on the cover of the report.
- **Responsible Party:** MCTC, Consultant

Task 4.8 Presentation to Chowchilla's Planning Commission and City Council

- Present the final report and conceptual design alternative. Solicit feedback, respond to any questions, and resolve any critical issues.
- **Responsible Party:** MCTC, Consultant

Task 4.9 MCTC Board Presentation

- Present the final SR233/Robertson Boulevard Planning Study at a MCTC Board Meeting. Resolve any critical issues.
- **Responsible Party:** MCTC/ Consultant

Task	Deliverable
4.1	<i>Sketches, illustrations</i>
4.2	<i>Public Notices, PowerPoint Presentation, Meeting Notes, Photos</i>
4.3	<i>Public Notices, PowerPoint Presentation, Meeting Notes, Photos</i>
4.4	<i>Sketches, illustrations, Project Implementation Matrix, etc.</i>
4.5	<i>Draft Report</i>
4.6	<i>PowerPoint Presentation, Meeting Summary, Photos</i>
4.7	<i>Final Report</i>
4.8	<i>Chowchilla City Council Presentation, and Presentation Materials</i>
4.9	<i>MCTC Board Presentation Materials</i>

Administrative Tasks that pertain to both phases

5. Fiscal Management

Task 5.1 Invoicing

- Submit complete invoice packages to Caltrans district staff based on milestone completion – at least quarterly, but no more frequently than monthly.
- **Responsible Party:** MCTC

Task 5.2 Quarterly Reports

- Submit quarterly reports to Caltrans district staff providing a summary of project progress and grant/local match expenditures.
- **Responsible Party:** MCTC

Task	Deliverable
5.1	<i>Invoice Packages</i>
5.2	<i>Quarterly Reports</i>

Due to the covid-19 state of emergency, the SR 233 Team had to shift away from in-person outreach activities and format the presentations to be virtual to abide by the stay-at-home order and continue updating and seeking community input for this project. The following is a description of how this was achieved.

Community workshop 2 and Stakeholder Advisory Committee 2 were held via zoom. The power point presentations were reformulated to be very interactive and video recordings were posted on the project website and on our partner agency, the City of Chowchilla, YouTube channel, to better reach the community and have them accessible to anyone at a later time. Comments

were taken after comment period closed and three additional design alternatives were developed after these meetings and included in the draft document. No more meetings were scheduled.

Previous Work

1. SB 1 Sustainable Communities Planning Funds Administration.
2. Coordination with City of Chowchilla for SB 1 grant.
3. Scope of work.
4. Project Timeline.
5. Start of Phase 1.

Product

Phase I

1. Public Participation Plan.
2. Existing Conditions Report.

Phase 2

1. SR 233 Corridor Study.
2. Downtown Master Plan.

Tasks

Task	Task Description	Work Schedule	% of Work
903.2.1	Develop SR 233 Corridor Concept	Dec 2019 – April 2020	35%
903.2.2	Develop Downtown Core Master Plan Concept	July - Oct 2020	35%
903.2.3	Conduct Community Workshops and Stakeholder Advisory Meetings	May – June 2020	8%
903.2.4	Produce SR 233/Robertson Boulevard Corridor Planning Study	July 20 - Jan 2021	11%
903.2.5	SR 233 Corridor Study presentations to Committee, Chowchilla's Planning Commission, Chowchilla's City Council, and MCTC Board	February 2021	8%
903.2.6	Submit SR 233 Corridor Study to Caltrans	March 2021	1%
903.2.7	Submit invoices and quarterly reports to Caltrans for review and approval	Quarterly	2%
			100%

FTE: .06

903.1 SR 233 Corridor Study

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	3,972	Consultant	34,633
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 18-19	30,661		
Subtotal	34,633	Subtotal	34,633
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	115	Direct Wages/Benefits:	1,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 18-19	885		
Subtotal	1,000		
Total:	35,633	Total:	35,633

903.2 SR 233 Corridor Study

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	9,718	Consultant	84,720
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 19-20	75,002		
Subtotal	84,720	Subtotal	84,720
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	1,113	Direct Wages/Benefits:	9,700
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 19-20	8,587		
Subtotal	9,700		
Total:	94,420	Total:	94,420

WORK ELEMENT: 905 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 will be funded with FY 19-20 and FY 20-21 SB 1 Sustainable Communities Planning Formula Grants.

905.1 Project Prioritization Study Phase 1

PHASE 1: (FY 2019-20 FUNDING)

1. Project Kickoff

Task 1.1 Project Kick-Off Meeting with Caltrans

- MCTC will hold a meeting with the consultant to develop or refine project scope, schedule, and reporting procedures as necessary.
- Meeting summary will be documented.
- **Responsible Party:** MCTC, Consultant

Task 1.2 Project Oversight Committee

- Identify members for Project Oversight Committee.
- Committee to be comprised of agency staff responsible for project oversight and delivery or other relevant stakeholders.
- The committee will review project progression, methods and results and provide feedback on project tasks.
- Roster of committee members will be created.
- Stakeholder Advisory Committee meeting will be held after group is formed.
- Meeting summary will be documented.
- **Responsible Party:** MCTC, Consultant

Task	Deliverable
1.1	Meeting Notes
1.2	Stakeholder Advisory Committee Roster; Meeting Notes

2. Data Collection

Task 2.1 Collection of Existing Project Data

- Listing of existing project data from all available sources.
- A master project database will be created to house this information.

- **Responsible Party:** Consultant

Task 2.2 Develop Unidentified Project Data Identification Methodology

- Consultant will work with MCTC and Study Advisory Committee to develop appropriate project identification criteria using available resources to identify any new projects for inclusion in the study.
- A memorandum about the chosen methodology will be developed.
- **Responsible Party:** Consultant

Task 2.3 Establish Unidentified Project List/Data

- Consultant will utilize method established in Task 2.2 to identify new projects to be analyzed for the study.
- Newly identified projects will be added to the master project database.
- **Responsible Party:** Consultant

905.2 Project Prioritization Study Phase 2

PHASE 2: (FY 2020-21 FUNDING)

Task 2.4 Finalize Master Project Database

- Consultant will normalize all project data by mode.
- Meeting to review database with Study Advisory Committee.
- Meeting notes and final master database to be created.
- **Responsible Party:** MCTC, Consultant

Task	Deliverable
2.1	<i>Master Project Database – Existing Projects</i>
2.2	<i>Unidentified Project Identification Methodology Memorandum</i>
2.3	<i>Master Project Database – New Projects</i>
2.4	<i>Final Master Project Database, Meeting Notes</i>

PHASE 2: (FY 2020-21 FUNDING)

3. Prepare Draft Study Report

Task 3.1 Develop Prioritization Methodology

- Consultant shall consider an array of transportation goals at local, regional, state, and federal levels as they pertain to the study projects.
- Consultant will create an objective scoring process based around the effectiveness in meeting these goals.
- Workshop/webinar/comment solicitation for input into the prioritization methodology.

- A draft memorandum will be created with the proposed prioritization methodology.
- **Responsible Party:** Consultant

Task 3.2 Review Methodology with Study Oversight Committee

- A meeting will be held to review the proposed project methodology with the Advisory Stakeholder Committee.
- Changes will be made to the methodology as necessary
- Consultant will prepare a memorandum detailing the final project prioritization methodology.
- **Responsible Party:** MCTC, Consultant

Task 3.3 Prioritization of Projects

- Consultant will prioritize projects using agreed upon methodology.
- Project prioritization results will be listed into the master database.
- Development of Funding Recommendations and Matrix.
- **Responsible Party:** Consultant

Task 3.4 Prioritization Results Review

- Meeting will be held with the Study Oversight Committee to review prioritization results.
- Consultant shall prepare meeting notes.
- **Responsible Party:** MCTC, Consultant

Task	Deliverable
3.1	<i>Draft Memorandum of Project Prioritization Methodology</i>
3.2	<i>Memorandum of Project Prioritization Methodology</i>
3.3	<i>Project Database</i>
3.4	<i>Meeting Notes</i>

Task 4.3 Finalize Draft Study Report

Publish Draft Study Report.

PHASE 3: (FY 2020-21 FUNDING)

4. Prepare Draft Study Report

Task 4.1 Prepare Internal Draft Study Report

- Preparation of Draft Study Report Including the following elements:
 - Study Goals
 - Existing Projects
 - New Projects

- New Project Identification Methodology
- Analysis/Prioritization Factors
- Prioritization Methodology
- Prioritization Results
- Applicability of Study for local/regional planning activities
- **Responsible Party:** Consultant

Task 4.2 Study Oversight Committee Review

- Distribute Draft Study Report to Study Oversight Committee.
- Revise Draft Study Report as necessary.
- **Responsible Party:** Consultant

Task 4.3 Finalize Draft Study Report

- Prepare a finalized Draft of the Study Report for review
- Publish Draft Study Report for review in accessible formats online or made available in hard copy at MCTC offices.
- **Responsible Party:** MCTC, Consultant

Task	Deliverable
4.1	<i>Initial Draft Study Report</i>
4.2	<i>Finalized Draft Study Report</i>
4.3	<i>Draft Study Report, published for review</i>

5. Finalize Study Report

Task 5.1 Incorporate Comment Responses

- Review comments and respond as necessary.
- **Responsible Party:** MCTC, Consultant

Task 5.2 Prepare Study Report in Final Form

- Consultant shall make final revisions to the Draft Study Report.
- **Responsible Party:** Consultant

Task 5.3 Presentations/Meetings

- Consultant and MCTC staff will engage in meetings or presentations regarding the Draft and/or Final Study Report as needed.
- Notes or PowerPoints from the meetings will be provided.
- **Responsible Party:** MCTC, Consultant

Task 5.3 Approve and Publish Final Study Report

- Final Study Report approved by MCTC Board.

- Final Study Report published in accessible formats online or made available in hard copy at MCTC offices.
- **Responsible Party:** MCTC, Consultant

Task	Deliverable
5.1	<i>Responses to Comments received on the Draft Study Report</i>
5.2	<i>Quarterly Reports</i>
5.3	<i>Presentation/Meeting notes, handouts, powerpoints</i>
5.4	<i>Final Study Report approved and published</i>

Fiscal Management Tasks

Invoicing

- Submit complete invoice packages to Caltrans district staff based on milestone completion – at least quarterly, but no more frequently than monthly.
- **Responsible Party:** MCTC

Quarterly Reports

- Submit quarterly reports to Caltrans district staff providing a summary of project progress and grant/local match expenditures.
- **Responsible Party:** MCTC

Task	Deliverable
	<i>Invoice Packages</i>
	<i>Quarterly Reports</i>

Previous Work

- Master database of currently and not currently identified projects by mode subject to prioritization analysis

Product

- Master database of currently and not currently identified projects by mode subject to prioritization analysis
- Final Study Report.

Tasks Summary

Task	Task Description	Work Schedule	% of Work
905.1.1	Begin Phase 1 of Study – Project Initiation/Coordination Meeting	July 2020	5%
905.1.2	Obtain Available Data on Currently Identified Multi-modal projects	July – Oct 2020	15%
905.1.3	Develop Unidentified Project Data Identification Methodology	Oct – Nov 2020	15%
905.1.4	Complete Unidentified Project List/Data	Oct - Nov 2020	5%
905.2.1	Complete Study Task 2.4 – Data Collection	Sept – Dec 2020	5%
905.2.2	Complete Study Task 3 - Prioritization Activity	Jan - Feb 2021	15%
905.2.3	Complete Study Task 4 – Draft Study Report	Feb – Mar 2021	25%
905.2.4	Complete Study Task 5 – Final Study Report	Apr 2021	10%
905.2.5	Prepare Invoicing/quarterly reports	July 2020 - April 2021	5%
			100%

FTE: .07

905.1 Project Prioritization Study – Phase 1

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	4,446	Consultant	38,765
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 19-20	34,319		
Subtotal	38,765	Subtotal	38,765
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	287	Direct Wages/Benefits plus Indirect:	2,500
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 19-20	2,213		
Subtotal	2,500		
Total:	41,265	Total:	41,265

905.2 Project Prioritization Study – Phase 2, 3

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	20,641	Consultant	179,960
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 20-21	159,319		
Subtotal	179,960	Subtotal	179,960
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	1,262	Direct Wages/Benefits:	11,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 20-21	9,738		
Subtotal	11,000		
Total:	190,960	Total:	190,960

WORK ELEMENT: 906 FRESNO-MADERA SUSTAINABLE CORRIDOR STUDY

Objective

As a joint endeavor between the Fresno Council of Governments and the Madera County Transportation Commission, the primary purpose of the Fresno-Madera Sustainable Corridor Study is to determine the future transportation needs of the northern portion of State Route 41 that runs through the core of the City of Fresno and continues north into the future developed area of Madera County. This Study will also include the major connecting corridor that serve residents of both counties, Avenue 9, which links SR41 and SR99 in southern Madera County. The joint study will provide direction for both Counties as residential population and the need for sustainable transportation improvements continues to increase along the corridor. Fresno COG and Madera CTC anticipate that the general public and disadvantaged communities will be stakeholders for all public outreach efforts.

Fresno COG and Madera CTC intend to engage with a consulting firm for study development. The study is funded by state Senate Bill 1 and federal Consolidated Planning Grant (CPG) funds. The final corridor study should be completed in June of 2021. The funds will expire on February 28, 2023. Following the main objectives of Senate Bill 1 planning grant dollars, this study will be a comprehensive planning effort between the regional planning agencies (Fresno COG and Madera CTC), and Caltrans. An emphasis will be placed on strategies and recommendations that provide more transportation choices and reflect local community needs while simultaneously reducing congestion and greenhouse gas emissions.

Discussion

Fresno COG and Madera CTC understand the need for a sustainable corridor strategy that is in line with the California Transportation Commission's Comprehensive Multimodal Corridor Plan Guidelines and Caltrans Corridor Planning Guidebook. This study will use these matrices and planning principles to guide development of the corridor plan. This study will take a comprehensive look at Travel Demand Management (TDM) strategies along the corridor, including how to best integrate strategies such as HOV express lanes, dedicated transit lanes, and active transportation features into the corridor to promote efficiency and reduce our environmental impact as the region continues to grow.

The study area proposed encompasses two parts. The main trunk is a 19 mile stretch of State Route 41 starting at the junction of SR41 and SR99 south of Downtown Fresno and rising north to the Madera Canal at Avenue 15 in Madera County. SR41 currently exists as a 4 to 6 lane divided freeway for nearly the entire stretch of the study area located in Fresno County. In Madera County, the highway transitions to an undivided 2 lane highway southbound, with 1 lane going north. The second part, Avenue 9, is a 10.7 mile stretch of mostly undivided single lane roadway

located in rural southern Madera County, connecting to SR 41 at Children's Blvd and extending westward to an interchange with State Route 99, providing access to both northbound and southbound on-ramps.

The proposed study area along State Route 41 will see changes in the future, mostly located on the undeveloped Madera County side. Two new self-sustainable master planned communities in Madera County will bring over 10,000 new residences to the corridor. Southeast of Avenue 12 and SR41, the master planned community of Riverstone is projected to bring roughly 6,600 of these new residences, while the planned community northeast of Avenue 15 and SR41, Tesoro Viejo, will bring around 5,200. Both communities will also include new educational centers, retail and commercial hubs, office parks, as well as light industrial space. Sales and construction of both communities started in the late 2010s.

At Avenue 9/Children's Blvd and SR41, the existing Valley Children's Hospital, a regional hub for pediatric care, has signaled they intend to move forward with further expansions of their campus by purchasing additional land. Community Regional Medical Centers has also purchased hundreds of acres of land directly northeast of Avenue 12 and SR41, with the intention of eventually opening a medical center to complement the growth of adjacent populations.

Directly feeding into State Route 41, Avenue 9 has seen increased traffic as the Fresno metropolitan area grows northward, providing an easier access to point to northbound SR99 by using Avenue 9 to connect from NB SR41. SR99 is the primary route utilized to travel in the heart of the San Joaquin Valley, as it provides key connections to both Northern and Southern California. Avenue 9 currently exists as a single lane undivided road, shared by farming equipment and heavy-duty trucks, residents and workers who live along the roadway, and commuters who are travelling between Madera and Fresno and beyond. Data from TIMS (Transportation Injury Mapping System), UC Berkeley shows that during a 10-year period (2009-2018), there were 3 fatal crashes and 115 injury crashes on this segment of Avenue 9. Causes contributing to this higher than average rate include limited shoulder areas, the absence of passing lanes, and narrow travel lanes. Limited right-of-way has prevented further safety improvements according to Madera County. The joint study between Fresno COG and Madera CTC will evaluate the safety of Avenue 9 and recommend improvements to the corridor that will be able to handle the volume of travel anticipated as the region grows.

Fresno COG and Madera CTC understand that future growth will significantly affect the transportation system that currently exists. Together, this study will review existing and future land use and transportation plans to understand the growth potential and impact to the corridor. Similarly, the plan aims to provide sustainable recommendations for future improvements to the corridor, relying on a bi-county modelling approach to forecast traffic growth along the corridor, and the sustainable strategies that will allow both Counties to remedy any impacts and reduce greenhouse gas emissions.

Fresno COG is the lead agency for the project and will be responsible for all reporting, invoicing, and communication with Caltrans.

Task 01 Finalize Scope of Work

- Fresno COG, Madera CTC, City of Fresno, County of Madera, and Caltrans staff hold meetings to coordinate priorities, agree to financial commitments, and finalize the scope of work.
- **Responsible Party:** Fresno COG, Madera CTC, City of Fresno, County of Madera, and Caltrans staff

Task 02 Request for Proposal Development

- Fresno COG and Madera CTC staff will coordinate and produce an RFP for release.
- **Responsible Party:** Fresno COG and Madera CTC

Task 03 Consultant Selection Process

- Development of scoring criteria and consultant selection team. Selected contract will be presented to and approved by the Fresno COG Policy Board and Executive Director.
- **Responsible Party:** Fresno COG

Task 04 Assemble Project Working Group

- Fresno COG and Madera CTC staff will identify and agree to working group team members. A memorandum about the chosen methodology will be developed.
- **Responsible Party:** Fresno COG and Madera CTC

Task 05 Kickoff meeting

- The consultant will conduct an initial kick-off meeting with project partners, stakeholders, and working group team members to introduce the project, review the final scope of work, schedule, work products, and management and communication procedures.
- **Responsible Party:** Consultant

Task 06 Stakeholder Meetings

- The consultant will hold monthly stakeholder meetings to provide updates on project progress, present findings and analyses, solicit feedback from stakeholder and working group team members, and receive direction from project management.
- **Responsible Party:** MCTC, Consultant

Task 07 Committee and Board Meetings

- Fresno COG and consultant team staff will provide periodic updates and final presentations to the advisory committees, and Policy Board.
- **Responsible Party:** Consultant and MPO Staff

Task 08 Assess Existing Conditions

- Consultant team will document existing conditions using available resources from stakeholders and other avenues. Results will be included the in the final study report.
- **Responsible Party:** Consultant

Task 09 Review Existing Plans

- The consultant will review all existing land use and transportation plans and studies, and summarize the visions, goals and planned improvement identified in those plans.
- **Responsible Party:** Consultant

Task 10 Assess Planned Improvements

- Consultant team will document planned improvements using available resources from stakeholders. Results will be included the in the final study report.
- **Responsible Party:** Consultant

Task 11 Develop Goals and Objectives

- Based on the goals and objectives identified in the existing plans, the existing conditions, and public outreach, the consultant will develop a set of goals and objectives for the two corridors.
- **Responsible Party:** Consultant

Task 12 Develop Public Outreach Plan

- The consultant will develop a public outreach plan for the study and collect feedback from the stakeholders
- **Responsible Party:** Consultant

Task 13 Stakeholder Outreach

- Consultants will document stakeholder outreach and include this in the final document.
- **Responsible Party:** Consultant

Task 14 Bi-County Model, Document Potential Future Conditions and Scenarios

- Consultant team will document and analyze potential future conditions and provide analyses based on the degree to which future conditions will impact the corridor.

- **Responsible Party:** Consultant

Task 15 Develop Sustainable Corridor Management Strategies

- Following the Caltrans Corridor Planning Guidebook and based on the feedback received from the stakeholders, the consultant will develop a list of sustainable corridor management strategies that will optimize the functionality of the facilities, and address the issues and concerns identified during the process.
- **Responsible Party:** Consultant

Task 16 Recommend Future Sustainable Transportation Improvements

- The consultant will develop a list of recommended sustainable improvements to address current issues and mitigate foreseeable future adverse conditions
- **Responsible Party:** Consultant

Task 17 Final Corridor Study

- Consultant will create a final corridor study that includes all components of the scope of work and incorporates feedback from stakeholders/public. The final study will be presented to the MPO committees and Policy Boards for approval.
- **Responsible Party:** Consultant

Task 18 Project Management and Agency Coordination

- The project manager and consultant will hold bi-weekly project coordination meetings.
- **Responsible Party:** Fresno COG and Consultant

Task 19 Provide Caltrans with Quarterly Reports

- **Responsible Party:** Fresno COG

Task 20 Provide Caltrans with Invoices Monthly or Quarterly

- **Responsible Party:** Fresno COG

Previous Work

- Fresno/Madera Origin-Destination Study

Products

- Final Study Report

Tasks

Task	Task Description	Work Schedule	% of Work
906.01	Finalize Scope of Work	July 2020	1%
906.02	Request for Proposal Development	July 2020	2%
906.03	Consultant Selection Process	July 2020	1%
906.04	Assemble Project Working Group	July – Aug 2020	1%
906.05	Kickoff meeting	July 2020	3%
906.06	Stakeholder Meetings	Aug 2020 – Jun 2021	15%
906.07	Committee and Board Meetings	Oct 2020 – June 2021	2%
906.08	Assess Existing Conditions	Aug – Nov 2020	6%
906.09	Review Existing Plans	Aug – Nov 2020	6%
906.10	Assess Planned Improvements	Sept – Dec 2020	6%
906.11	Develop Goals and Objectives	Dec 2020 – Jan 2021	5%
906.12	Develop Public Outreach Plan	Sept 2020 – April 2021	5%
906.13	Stakeholder Outreach	Aug 2020 – April 2021	5%
906.14	Bi-County Model, Document Potential Future Conditions and Scenarios	Nov 2020 – Mar 2021	20%
906.15	Develop Sustainable Corridor Management Strategies	Mar – May 2021	5%
906.16	Recommend Future Sustainable Transportation Improvements	Mar – May 2021	5%

906.17	Final Corridor Study	May – Jun 2021	5%
906.18	Project Management and Agency Coordination	Jun 2020 – Jun 2021	5%
906.19	Provide Caltrans with Quarterly Reports	Sept 2020 – Jun 2021	1%
906.20	Provide Caltrans with Invoices Monthly or Quarterly	Aug 2020 – Jun 2021	1%
			100%

FTE: 0.0

906 Fresno-Madera Sustainable Corridor Study (MCTC Portion)

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	6,478	Consultant – Corridor Study	56,478
MCTA			
FHWA-PL	50,000		
FTA-Section 5303			
STIP - PPM			
Other – Member Fees			
Subtotal	56,478	Subtotal	56,478
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees			
Subtotal			
Total:	56,478	Total:	56,478

WORK ELEMENT: 907 BOARD COSTS & OTHER EXPENSES**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. Stipend and Travel.
4. 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. Stipend and Travel.
4. Legislative tracking and reporting.

Tasks

Task	Task Description	Work Schedule	% of Work
907.1	Valley Voice Program - Washington, D.C. and Sacramento.	Sep-20 / Mar-21	35%
907.2	Legislative tracking.	2020-21	5%
907.3	Stipend and Travel.	2020-21	30%
907.4	CALCOG Conference and meetings.	April 21	10%
907.5	CALCOG Annual Fees.	June-21	20%
			100%

FTE: .07

907 Board Costs and Other Expenses

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	9,245	Board Costs & Other Expenses	31,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	21,755		
Subtotal	31,000	Subtotal	31,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	2,518	Direct Wages/Benefits plus Indirect:	10,763
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	8,245		
Subtotal	10,763		
Total:	41,763	Total:	41,763

WORK ELEMENT: 910 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. Meeting of the Madera County Transportation Authority and Technical Advisory Committee.
2. Annual Fiscal Audits.
3. MCTA Policies and Procedures.
4. Organization and administration of Citizens' Oversight Committee.
5. Planning, Programming and Monitoring of Measure "T" projects and develop financial analysis and cash flow analysis.

Product

1. Annual Fiscal Audits (approx. \$10,000).
2. Review and process project claims.
3. Prepare financial reports.
4. MCTA Operating Budget.
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	Task Description	Work Schedule	% of Work
910.1	Conduct MCTA and TAC meetings.	2020-21	10%
910.2	Prepare MCTA Budget.	May-21	5%
910.3	Maintain MCTA financial records.	2020-21	20%
910.4	Review and process project claims.	2020-21	10%
910.5	Prepare Annual Work Program.	June-21	20%
910.6	Administration of Citizens' Oversight Committee.	2020-21	10%
910.7	Conduct Fiscal Audit.	Oct-20	10%
910.8	Planning, programming and monitoring of Measure "T" projects.	2020-21	10%
910.9	Attend Conferences, including Focus on the Future.	November 20	5%
			100%

FTE: .26

910 MCTA Administration

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Financial Assistance, Audits, Annual Report	24,000
MCTA	60,000	Conf/Travel/Other Costs	16,000
FHWA-PL		Public Outreach	20,000
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	60,000	Subtotal	60,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	48,023
MCTA	48,023		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	48,023		
Total:	108,023	Total:	108,023



STAFF REPORT
Board Meeting of January 20, 2021

AGENDA ITEM: 9-Q

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Measure T Citizens' Oversight Committee Meeting – February 10, 2021

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The next Measure T Citizens' Oversight Committee Meeting is scheduled for Wednesday, February 10, 2021, 5:00 p.m. In accordance with COVID-19 restrictions, this will be a virtual meeting. If anyone is interested in attending, please refer to the agenda that will be posted soon on MCTC's website. The agenda will explain on how to participate.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of January 20, 2021

AGENDA ITEM: 10-R

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Madera County Transportation Authority (MCTA) Fiscal Year 2019-20 Audit Report

Enclosure: Yes

Action: Accept MCTA Fiscal Year 2019-20 Audit Report

SUMMARY:

MCTA has received the Measure "T" Audit Report for the Fiscal Year ended June 30, 2020 for the Madera County Transportation Authority. This report was done in accordance with Section 99245 of the Public Utilities Code by Price, Paige, and Company.

We are pleased to report that there are no adverse findings. However, the auditor issued a management letter that addresses areas for improvement regarding internal controls. The specific recommendation is in regards of having the Executive Director review the disbursements that are made from the accounts held at the County. MCTC management has already begun implementing this recommendation to improve internal controls.

Staff from Price, Paige, and Company will give a brief presentation of the audit report.

FISCAL IMPACT:

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

**MADERA COUNTY TRANSPORTATION
AUTHORITY**

FINANCIAL STATEMENTS

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

JUNE 30, 2020

TABLE OF CONTENTS

	<u>Page</u>
<u>FINANCIAL SECTION</u>	
Independent Auditor’s Report	1
Management’s Discussion and Analysis.....	4
<u>BASIC FINANCIAL STATEMENTS</u>	
Government-Wide Financial Statements:	
Statement of Net Position	10
Statement of Activities.....	11
Fund Financial Statements:	
Balance Sheet – Governmental Funds	14
Reconciliation of the Governmental Funds Balance Sheet to the Government-Wide Statement of Net Position.....	15
Statement of Revenues, Expenditures and Changes in Fund Balances – Governmental Funds	16
Reconciliation of the Statement of Revenues, Expenditures and Changes in Fund Balances of Governmental Funds to the Government – Wide Statement of Activities	17
Statement of Fiduciary Net Position – Private-Purpose Trust Fund	18
Statement of Changes in Fiduciary Net Position – Private-Purpose Trust Fund.....	19
Notes to the Basic Financial Statements	22
<u>REQUIRED SUPPLEMENTARY INFORMATION</u>	
Budgetary Comparison Schedule – General Fund	34
Notes to the Budgetary Comparison Schedule.....	35
<u>SUPPLEMENTARY INFORMATION</u>	
Schedule of Measure T Sales Tax Receipts.....	38
<u>OTHER AUDITOR’S REPORT</u>	
Independent Auditor’s Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	41
<u>FINDINGS AND QUESTIONED COSTS</u>	
Schedule of Findings and Questioned Costs.....	43
Summary Schedule of Prior Audit Findings	44



The Place to Be

INDEPENDENT AUDITOR'S REPORT

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

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of Madera County Transportation Authority (the "Authority") as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

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

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of the Authority, as of June 30, 2020, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

570 N. Magnolia Avenue, Suite 100
Clovis, CA 93611

tel 559.299.9540
fax 559.299.2344

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and budgetary comparison information on pages 4-8 and 34-35, respectively, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The Schedule of Measure T Sales Tax Receipts is presented for purposes of additional analysis and is not a required part of the basic financial statements.

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

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated December 18, 2020, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Price Pange & Company

Clovis, California
December 18, 2020

MANAGEMENT'S DISCUSSION AND ANALYSIS

**MADERA COUNTY TRANSPORTATION AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2020**

As management of the Madera County Transportation Authority (the "Authority"), we offer readers of the Authority's financial statements this narrative overview and analysis of the financial activities of the Authority for the fiscal year ended June 30, 2020. We encourage the readers to consider the information presented here in conjunction with the Authority's financial audit.

Financial Highlights

1. The assets of the Authority exceeded its liabilities at the close of the fiscal year by \$2,501,395 (net position).
2. The Authority's total net position for the fiscal year ended June 30, 2020, increased by \$2,449,273 primarily because of lower expenditures on capital expenditures.
3. As of the close of the current fiscal year, the Authority's governmental funds reported a combined ending fund balance of \$12,423,364, an increase of \$680,095 in comparison with the prior year. The amount of \$2,341,032 is restricted for specific regional capital projects and \$9,276,477 is assigned for road improvements.

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the Authority's basic financial statements. The Authority's basic financial statements are comprised of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements. This report also contains other supplementary information in addition to the basic financial statements themselves.

Basic Financial Statements

The first two statements in the basic financial statements are **Government-Wide Financial Statements**. They provide both short and long-term information about the Authority's financial status.

The next statements are **Fund Financial Statements**. These statements focus on the activities of the individual parts of the Authority's government. These financial statements provide more detail than the government-wide statements. There are two parts to the Fund Financial Statements: 1) the governmental fund statements and 2) the fiduciary fund statements.

The next section of the basic financial statements is the **Notes**. The notes to the financial statements explain in detail some of the data contained in those statements.

Government-wide financial statements. The government-wide financial statements are designed to provide readers with a broad overview of the Authority's finances, in a manner like a private-sector business, and consist of the following two statements:

The **statement of net position** presents information on the Authority's net position and liabilities, with the difference between the two reported as net assets. Over time, increases or decreases in net assets may serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating.

The **statement of activities** presents information showing how the Authority's net assets changed during the most recent fiscal year. All changes in net assets are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, the revenues and expenses are reported in this statement for some items that will only result in cash flows in future periods.

**MADERA COUNTY TRANSPORTATION AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2020**

Item R.

The government-wide financial statements report on the functions of the Authority that are principally supported by sales tax revenues. The Authority's function is to provide administration and planning services for the Measure T program.

The government-wide financial statements can be found on pages 10 to 11 of this report.

Fund financial statements. A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Madera County Transportation Authority, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental funds. Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, tax revenue fund financial statements focus on near-term inflows and outflows of spendable resources, as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

The basic governmental fund financial statements can be found on pages 14 through 17 of this report.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balance provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

Trust funds. Trust funds are used to account for Measure T resources held for the benefit of local agencies (City of Madera, County of Madera, and the City of Chowchilla). The Authority has one trust fund (Measure T Trust Funds). Trust funds are not reflected in the government-wide financial statements because the resources of those funds are not available to support Authority's programs.

The basic trust fund financial statements can be found on pages 18 through 19 of this report.

Notes to the financial statements. The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found on pages 22 through 32 of this report.

Other information. This report also presents certain required supplemental information concerning compliance with the Authority's annual budget for the general fund which is the Authority's main operating fund. This information and associated notes immediately follow the basic financial statements and their accompanying notes.

**MADERA COUNTY TRANSPORTATION AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2020**

Government-Wide Financial Analysis

Following are the government-wide financial statements for the fiscal year ended June 30, 2020:

Net position may serve over time as a useful indicator of a government's financial position. In the case of the Authority, assets exceeded liabilities by \$2,501,395 at the close of the fiscal year 2019-2020.

**MCTA Net Position
Figure 1**

	<u>2020</u>	<u>2019</u>
Assets:		
Current assets	\$ 12,713,008	\$ 10,133,767
Noncurrent assets	<u>3,129,520</u>	<u>3,070,422</u>
Total assets	<u>15,842,528</u>	<u>13,204,189</u>
Liabilities:		
Current liabilities	5,360,140	1,659,876
Long-term liabilities	<u>7,980,993</u>	<u>11,492,191</u>
Total liabilities	<u>13,341,133</u>	<u>13,152,067</u>
Net position:		
Restricted	3,130,029	3,070,911
Unrestricted	<u>(628,634)</u>	<u>(3,018,789)</u>
Total net position	<u>\$ 2,501,395</u>	<u>\$ 52,122</u>

**MADERA COUNTY TRANSPORTATION AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2020**

**MCTA Changes in Net Position
Figure 2**

	2020	2019
Revenues:		
Program revenues:		
Operating grants and contributions	\$ 72,839	\$ 83,882
General revenues:		
Sales taxes	5,312,120	5,203,253
Interest income	220,466	208,555
Total revenues	5,605,425	5,495,690
Expenses:		
Public ways and facilities	2,647,204	4,820,909
Interest on long-term debt	508,948	590,563
Total expenses	3,156,152	5,411,472
Change in net position	2,449,273	84,218
Net position - beginning	52,122	(32,096)
Net position - ending	\$ 2,501,395	\$ 52,122

Governmental Activities: The Authority's net position increased by \$2,449,273 for the fiscal year ended June 30, 2020. The Figure 2 table above indicates the change in net position for governmental activities. The key elements of this increase are primarily attributable to lower capital project expenditures this fiscal year. Budget and fund financial statements reflect the modified accrual basis of accounting under U.S. generally accepted accounting principles. Under this approach, capital assets purchased and debt principal payments are recorded as expenditures. Further, revenues are accrued if measurable and available within the Authority's availability period established at 90 days. Conversely, the statement of activities is reported under the accrual basis of accounting, which capitalizes capital asset purchases, reduces liabilities by principal payments and recognizes revenues collected after the 90-day period.

The Authority's Funds

As the Authority completed this year, our governmental funds reported a combined fund balance of \$12,423,364, which is an increase of \$680,095 from last year.

The primary reason for this change is:

1. The capital projects fund increased by \$680,095 due to lower expenditures on capital projects this fiscal year.

**MADERA COUNTY TRANSPORTATION AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2020**

General Fund Budgetary Highlights

During the year there was no change between the original budget and the final budget for the General Fund. Actual revenues were more than the final budget by \$11,811 and expenditures were more than the final budget by \$11,808. The net effect of these differences results in \$3 in the fund balance in the general fund.

Long-Term Obligations

At the end of 2020, the Authority had \$9,750,993 in debt outstanding. The debt consisted of Series 2009 and 2010 of the sales tax revenue bonds (see Note 6).

Economic Factors and Next Year's Budget

The Authority began to receive sales tax revenues under Measure T in 2007/08. As approved by Madera County voters in November 2006, Measure T provides funding for all modes of transportation and enables agencies within the County to address the needs of residents, businesses, and major industries in providing for road improvements, public transit, and other programs that improve mobility and air quality.

The following economic factors were considered in preparing the Authority's fiscal year 2020-21 budget:

- Projected a decrease of 20% in sales tax receipts in 2020-21 compared to actual sales tax receipts in 2019-20 due to the COVID-19 pandemic. As of the date of the issuance of this report, the projected decrease has not materialized. Receipts have been the same or better than the previous fiscal year.
- Estimated expenditures for capital projects in the amount of \$11,445,000
- Bond Debt Service in the amount of \$2,208,658

Contacting Madera County 2006 Transportation Authority's Financial Manager

This financial report is designed to provide citizens, taxpayers, and creditors with a general overview of the Authority's finances and to demonstrate the Authority's accountability for the money it receives. Additional financial information can be obtained by contacting Patricia Taylor, Executive Director, Madera County 2006 Transportation Authority, 2001 Howard Road, Suite 201, Madera, California 93637.

GOVERNMENT-WIDE FINANCIAL STATEMENTS

**MADERA COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF NET POSITION
JUNE 30, 2020**

Item R.

	Governmental Activities
ASSETS	
Cash and investments	\$ 11,611,484
Measure T sales tax receivable	1,101,524
Restricted assets:	
Cash and investments	3,129,520
Total assets	15,842,528
LIABILITIES	
Accounts payable	728,479
Interest payable	170,976
Due to trust funds	2,574,652
Due to other governments	116,033
Long-term liabilities:	
Portion due or payable within one year:	
Bond payable	1,770,000
Portion due or payable after one year:	
Bond payable	7,980,993
Total liabilities	13,341,133
NET POSITION	
Restricted for:	
Debt service	788,997
Capital projects	2,341,032
Unrestricted	(628,634)
Total net position	\$ 2,501,395

**MADERA COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2020**

Item R.

	Program Revenues		Net (Expenses) Revenues and Changes in Net Position
Expenses	Charges for Services	Operating Grants and Contributions	Governmental Activities
Functions/Programs			
Governmental activities:			
Public ways and facilities	\$ 2,647,204	\$ -	\$ 72,839
Interest on long-term debt	508,948	-	-
Total governmental activities	\$ 3,156,152	\$ -	\$ 72,839
General revenues:			
Taxes:			
Sales taxes			5,312,120
Interest income			220,466
Total general revenues			5,532,586
Change in net position			2,449,273
Net position - beginning			52,122
Net position - ending			\$ 2,501,395

The accompanying notes are an integral part of these financial statements.

THIS PAGE IS LEFT BLANK INTENTIONALLY.

FUND FINANCIAL STATEMENTS

**MADERA COUNTY TRANSPORTATION AUTHORITY
BALANCE SHEET
GOVERNMENTAL FUNDS
JUNE 30, 2020**

Item R.

	General Fund	Capital Projects Fund	Total Governmental Funds
ASSETS			
Cash and investments	\$ 3,983,490	\$ 7,627,994	\$ 11,611,484
Restricted cash and investments	-	3,129,520	3,129,520
Due from other funds	-	1,298,542	1,298,542
Receivables:			
Measure T sales tax	22,595	1,078,929	1,101,524
Total assets	\$ 4,006,085	\$ 13,134,985	\$ 17,141,070
LIABILITIES			
Accounts payable	\$ -	\$ 728,479	\$ 728,479
Due to other funds	3,873,194	-	3,873,194
Due to other governments	116,033	-	116,033
Total liabilities	3,989,227	728,479	4,717,706
FUND BALANCES			
Restricted:			
Debt service	-	788,997	788,997
Capital projects	-	2,341,032	2,341,032
Assigned:			
Road improvements	-	9,276,477	9,276,477
Unassigned	16,858	-	16,858
Total fund balances	16,858	12,406,506	12,423,364
Total liabilities and fund balances	\$ 4,006,085	\$ 13,134,985	\$ 17,141,070

The accompanying notes are an integral part of these financial statements.

**MADERA COUNTY TRANSPORTATION AUTHORITY
RECONCILIATION OF THE GOVERNMENTAL FUNDS BALANCE SHEET
TO THE GOVERNMENT-WIDE STATEMENT OF NET POSITION
JUNE 30, 2020**

Item R.

Amounts reported for governmental activities in the statement of net position are different because:

Total fund balances - governmental funds	\$ 12,423,364
Long-term liabilities are not due and payable in the current period and, therefore, are not reported as liabilities in the funds:	
Bonds payable	(9,750,993)
Unmatured interest on long-term debt is not accrued in the governmental funds, but rather is recognized as an expenditure when due.	(170,976)
Net position of governmental activities	\$ 2,501,395

**MADERA COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
GOVERNMENTAL FUNDS
FOR THE YEAR ENDED JUNE 30, 2020**

Item R.

	<u>General Fund</u>	<u>Capital Projects Fund</u>	<u>Total Governmental Funds</u>
REVENUES			
Sales tax	\$ 108,967	\$ 5,203,153	\$ 5,312,120
Federal revenue	-	72,839	72,839
Interest revenue	<u>1,844</u>	<u>218,622</u>	<u>220,466</u>
Total revenues	<u>110,811</u>	<u>5,494,614</u>	<u>5,605,425</u>
EXPENDITURES			
Current:			
Public ways and facilities:			
Administration and planning	110,808	-	110,808
Debt service:			
Principal	-	1,690,000	1,690,000
Interest	-	590,776	590,776
Capital outlay - road improvements	<u>-</u>	<u>2,533,746</u>	<u>2,533,746</u>
Total expenditures	<u>110,808</u>	<u>4,814,522</u>	<u>4,925,330</u>
Net change in fund balances	3	680,092	680,095
Fund balances - beginning of year	<u>16,855</u>	<u>11,726,414</u>	<u>11,743,269</u>
Fund balances - end of year	<u>\$ 16,858</u>	<u>\$ 12,406,506</u>	<u>\$ 12,423,364</u>

The accompanying notes are an integral part of these financial statements.

**MADERA COUNTY TRANSPORTATION AUTHORITY
RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS TO THE
GOVERNMENT-WIDE STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2020**

Item R.

Amounts reported for governmental activities in the statement of activities are different because:

Net change in fund balances - total governmental funds	\$	680,095
Repayment of long-term debt		1,690,000
Premiums on bonds are amortized over the term of the bond in the government-wide statements but are recorded as an other source of funds in the year of issue on the governmental fund statements.		51,198
Some expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in the governmental funds.		
Change in interest payable		<u>27,980</u>
Change in net position of governmental activities	\$	<u>2,449,273</u>

**MADERA COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF FIDUCIARY NET POSITION
PRIVATE-PURPOSE TRUST FUND
JUNE 30, 2020**

Item R.

	Trust Fund
ASSETS	
Cash and investments	\$ 1,901
Measure T sales tax receivable	1,158,013
Due from other funds	2,574,652
Total assets	3,734,566
LIABILITIES	
Due to other governments	3,732,667
Total liabilities	3,732,667
NET POSITION	
Held in trust	1,899
Total net position	\$ 1,899

The accompanying notes are an integral part of these financial statements.

**MADERA COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
PRIVATE-PURPOSE TRUST FUND
FOR THE YEAR ENDED JUNE 30, 2020**

Item R.

	Trust Fund
ADDITIONS	
Sales tax	\$ 5,584,536
Investment income	24,428
Total additions	5,608,964
DEDUCTIONS	
Disbursements to local agencies	5,610,668
Total deductions	5,610,668
Change in net position	(1,704)
Net position - beginning of year	3,603
Net position - end of year	\$ 1,899

The accompanying notes are an integral part of these financial statements.

THIS PAGE IS LEFT BLANK INTENTIONALLY.

NOTES TO THE BASIC FINANCIAL STATEMENTS

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Scope of Financial Reporting Entity

The Madera County Transportation Authority (the “Authority”) was created by the approval of Measure T by the voters of Madera County, California (the “County”) in November 2006. Measure T authorized the imposition of a ½% retail transaction and use tax (“sales tax”) in the County for 20 years through the year 2027.

The proceeds from Measure T are principally reserved for regional projects, local transportation, public transportation, and environmental enhancement.

The sales tax revenues received by the Authority under Measure T, after deducting certain administrative costs, are to be spent for programs as set forth in the investment plan included in Measure T and approved by the voters of the County.

The primary elements of the Measure T Program consist of the following:

Commute Corridor/Farm to Market Program (Regional Transportation Program) – authorizes major new projects to improve freeway interchanges, adds additional lanes, increases safety as determined by the local jurisdictions, and improves and reconstructs major commute corridors.

Safe Routes to Schools and Jobs Program (Local Transportation Program) – goal of this program is to improve each individual City’s and the County’s local transportation systems.

Transit Enhancement Program (Public Transportation Program) – goal of this program is to expand or enhance public transit programs that address the transit dependent population and have a demonstrated ability to get people out of their cars and improve air quality.

Environmental Enhancement Program – goal of this program is to improve air quality and the environment through four programs: environmental mitigation, air quality, bicycle/pedestrian facilities, and car/van pools.

Administration and Planning Program – funding is provided to the Authority to prepare investment plan updates, develop allocation program requirements, and administer and conduct specified activities identified in the other four programs.

Madera County Transportation Authority Structure Under the Measure T Program

The Authority administers the Measure T Program in compliance with PUC 180000. The Authority is responsible for administering the Measure T Program in accordance with plans and programs outlined in the Investment Plan and any subsequent updates.

PUC180000 includes provisions regarding the number of members on the Authority Board. Specifically, the Authority is represented by six (6) members including:

- ◆ Three (3) members of the Board of Supervisors, appointed by the Board.
- ◆ Two (2) members representing the City of Madera, consisting of members of the city council, appointed by the city council.
- ◆ One (1) member representing the City of Chowchilla consisting of a member of the city council, appointed by the city council.

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Basic Financial Statements

The basic financial statements consist of the following:

- ◆ Government-wide financial statements
- ◆ Fund financial statements
- ◆ Notes to the basic financial statements

The government-wide financial statements consist of the statement of net position and the statement of activities, and report information on all of the non-fiduciary activities of the Primary Government. As a general rule, the effect of interfund activity has been eliminated from the government-wide financial statements. All internal balances in the statement of net position have been eliminated.

Both of the government-wide and fund financial statements distinguish functions of the Authority that are principally supported by taxes and intergovernmental revenues (governmental activities).

The statement of activities demonstrates the degree to which the direct and indirect expenses of a given function are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or activity. Indirect expenses are allocated based on the annual cost allocation plan. Program revenues include: 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or activity; and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function. Other items, not properly included among program revenues, are reported instead as general revenues.

Separate fund financial statements are provided for governmental funds and trust funds, even though the latter are excluded from the government-wide financial statements.

Measurement Focus, Basis of Accounting and Financial Statements

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting, as are the trust funds financial statements. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements have been met.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified-accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Authority considers revenues to be available if they are collected within 90 days of the end of the current fiscal period. Expenditures are recorded when a liability is incurred. However, debt service expenditures and claims and judgments, are recorded only when payment is due and payable.

The fund financial statements provide information about the Authority's individual funds including governmental and trust funds. Separate statements for each fund category are presented. The balance sheet and the statement of revenues, expenditures and changes in fund balances focus on the presentation of major governmental funds – the general fund and capital projects funds. These two statements are used to report information regarding the Authority's own operations and programs. The statement of fiduciary net position and the statement of changes in fiduciary net position provide information regarding the sales tax proceeds and related disbursements, which are exclusively restricted for local agencies for the support of regional public transit, local transportation and regional transportation within the County. Disbursements of Measure T funds during the fiscal year ended June 30, 2020 were made to the Cities of Madera and Chowchilla and the County of Madera.

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Measurement Focus, Basis of Accounting and Financial Statements (Continued)

The Authority reports the following major governmental funds:

General Fund – the Authority’s primary operating fund, used to account for all the financial resources and the legally authorized activities of the Authority except those required to be accounted for in other specialized funds.

Capital Projects Fund – used to account for the accumulation of resources to be used to pay the costs of capital projects designated by Measure T.

Additionally, the Authority reports the following fiduciary fund:

Private-purpose Trust Fund – used to account for Measure T sales tax funds held by the Authority in a trustee capacity.

Cash and Cash Equivalents

The Authority considers all highly liquid investments with a maturity of three months or less when purchased to be cash equivalents. The Authority does not consider amounts invested in external investment pools, such as the Madera County Treasury, to be cash equivalents.

Deposits with the Madera County Treasury

The Authority deposits all funds received in the County Treasury. Funds in the County Treasury participate in the County’s pooled investments, an external investment pool. The County Treasurer invests the Authority’s excess cash in an external investment pool on behalf of the Authority and other governments maintaining cash in the County Treasury. The County apportions a portion of the interest earned on pooled investments on the basis of the fund’s average balance. Investment policies and associated risk factors applicable to the Madera County Transportation Authority are those of the County of Madera. All of the County’s investments in securities are insured, registered, or are held by the County or its agents in the County’s name.

The County of Madera Board of Supervisors exercises primary oversight responsibility for the County of Madera’s investments. The County Treasurer manages the portfolio and reports results to the Board. A Madera County Treasury Oversight Committee consisting of the County Treasurer, the Auditor-Controller, and a third member representing the County schools (the primary external pool participant) also monitors the Treasury’s investment on a regular basis. No regulatory agency outside of the County of Madera exercises any regulatory responsibilities over the County’s investments. The County’s pool is not registered with the SEC as an investment company.

Interfund Balances

Sales tax receipts from the State are deposited into the General Fund upon receipt and subsequently transferred to the Capital Projects and Trust Funds. Amounts that have not been transferred between funds at the end of the fiscal year, as well as all other outstanding balances between funds are reported as “due to/from other funds”. Internal balances are eliminated in the statement of net position.

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Accounts Payable

Accounts payable reported in the financial statements of the Authority are amounts that are due and payable at year-end and, thereby, accrued as an expense and liability.

Interest Payable

In the government-wide financial statements, interest payable of long-term debt is recognized as the liability is incurred for governmental fund types and proprietary fund types.

In the fund financial statements, proprietary fund types recognize the interest payable when the liability is incurred.

Long-Term Obligations

In the government-wide financial statements, long-term debt obligations are reported as liabilities in the applicable governmental activities. Bond premiums and discounts are deferred and amortized over the life of the bonds using the effective interest method. Bonds payable are reported net of the applicable bond premium or discount.

In the fund financial statements, governmental fund types recognize bond premiums and discounts, as well as bond issuance costs, during the current period. The face amount of debt issued is reported as other financing sources. Premiums received on debt issuances are reported as other financing sources, while discounts on debt issuances are reported as other financing uses. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as debt service expenditures.

Fund Balance Classification

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

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

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

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Fund Balance Classification (Continued)

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

Assigned – This classification includes amounts that are constrained by the Authority’s intent to be used for a specific purpose but are neither restricted nor committed. This intent can be expressed by the Board of Commissioners or through the Board of Commissioners delegating this responsibility to the Authority Manager through the budgetary process. This classification also includes the remaining positive fund balance for all governmental funds except for the General Fund.

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

The Authority generally uses restricted fund balances first, followed by committed resources, and then assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend unassigned resources first to defer the use of these other classified funds.

Net Position

In government-wide financial statements, net position is reported in three categories as follows:

Net Investment in Capital Assets – This amount consists of capital assets net of accumulated depreciation and reduced by outstanding debt that attributed to the acquisition, construction, or improvements of the assets

Restricted Net Position – This amount is restricted by external creditors, grantors, contributors, or laws or regulations of other governments.

Unrestricted Net Position – This amount is all net position that does not meet the definition of “net investment in capital assets” or “restricted net position.”

When an expense is incurred for purposes for which both restricted and unrestricted net position are available, the Authority generally applies restricted net position first.

Use of Estimates

The preparation of the basic financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 2 – RECONCILIATION OF GOVERNMENT-WIDE AND FUND FINANCIAL STATEMENTS

A reconciliation of the total fund balances for governmental funds to the total net position of governmental activities has been prepared as part of the basic financial statements, including explanations of differences.

A reconciliation of the total net change in fund balances for governmental funds to the total changes in net position of governmental activities has been prepared as part of the basic financial statements, including explanations of differences.

NOTE 3 – SUMMARY OF RELATED PARTY TRANSACTIONS

Madera County Transportation Commission (the “Commission”) maintains the Madera County Transportation Authority’s accounting records and incurs various administrative and other expenses on behalf of the Authority. Expenses incurred by the Authority to the Commission in the 2019-2020 fiscal year totaled to \$110,808. The total accounts payable to the Commission was \$116,033 for the year ended June 30, 2020.

NOTE 4 – CASH AND INVESTMENTS

Cash and investments as of June 30, 2020 are classified in the accompanying financial statements as follows:

Statement of Net Position:	
Cash and investments	\$ 11,611,484
Restricted cash and investments	3,129,520
Statement of Fiduciary Net Position:	
Cash and investments	<u>1,901</u>
Total cash and investments	<u>\$ 14,742,905</u>

Cash and investments as of June 30, 2020 consist of the following:

County investment pool	\$ 13,954,417
Investments	<u>788,488</u>
Total cash and investments	<u>\$ 14,742,905</u>

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 4 – CASH AND INVESTMENTS (Continued)

Investments Authorized by the California Government Code and the Authority’s Investment Policy

The table below identifies the investment types that are authorized for the Authority by the California Government Code or the Authority’s investment policy, where more restrictive. The table also identifies certain provisions of the California Government Code or the Authority’s investment policy, where more restrictive, that address interest rate risk, credit risk, and concentration of credit risk.

<u>Authorized Investment Type</u>	<u>Maximum Maturity</u>	<u>Maximum Percentage of Portfolio</u>	<u>Maximum Investment in One Issuer</u>
Local Agency Bonds	5 years	None	None
U.S. Treasury Obligations	5 years	None	None
U.S. Agency Securities	5 years	None	None
Banker’s Acceptances	180 days	40%	None
Commercial Paper	270 days	None	None
Negotiable Certificates of Deposit	5 years	None	None
Repurchase Agreements	1 year	None	None
Reverse Repurchase Agreements	92 days	None	None
Medium-Term Notes	5 years	None	None
Mutual Funds	n/a	None	None
Money Market Mutual Funds	n/a	None	None
Mortgage Pass-Through Securities	5 years	None	None
County Pooled Investment Funds	n/a	100%	None
Local Agency Investment Fund (LAIF)	n/a	None	None

Investments Authorized by Debt Agreements

Investments of debt proceeds held by the bond trustee are governed by provisions of the debt agreements, in accordance with the provisions of the Government Code of the State of California.

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 4 – CASH AND INVESTMENTS (Continued)

Disclosures Relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates.

Information about the sensitivity of the fair values of the Authority’s investments to market interest rate fluctuations is provided by the following table that shows the distribution of the Authority’s investment by maturity:

Investment Type	Amount	Remaining Maturity Date
Governmental Activities:		
County investment pool	\$ 13,954,417	12 months or less
Held by bond trustee:		
BlackRock Treasury Trust Institutional	<u>788,488</u>	12 months or less
Total	<u>\$ 14,742,905</u>	

Disclosures Related to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented below is the minimum rating required by (where applicable) the California Government Code, the Authority’s investment policy, and the actual rating as of year-end for each investment type. The column marked “exempt from disclosure” identifies those investment types for which GASB No. 40 does not require disclosures as to credit risk.

Investment Type	Amount	Exempt from Disclosure	Rating as of Year-End
			AAAm
Governmental Activities:			
County investment pool	\$ 13,954,417	\$ 13,954,417	\$ -
Held by bond trustee:			
BlackRock Treasury Trust Institutional	<u>788,488</u>	<u>-</u>	<u>788,488</u>
Total	<u>\$ 14,742,905</u>	<u>\$ 13,954,417</u>	<u>\$ 788,488</u>

Custodial credit risk does not apply to a local government’s indirect investment in securities through the use of mutual funds or government investment pools. The County of Madera issues a financial report that includes custodial risk disclosures for the County investment pool. The report may be obtained by writing to the Office of the Auditor-Controller/Treasurer-Tax Collector, 200 West 4th Street #2300, Madera, California 93637.

Concentration of Credit Risk

The investment policy of the Authority contains no limitations on the amount that can be invested in any one issuer, with the exception to Banker’s Acceptances, which has a maximum percentage of 40%. Investments in any one issuer that represent 5 percent or more of total investments by reporting unit is as follows:

- The Authority holds investments of \$788,488 in Blackrock Treasury Trust Institutional.

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 4 – CASH AND INVESTMENTS (Continued)

Investment Valuation

The Authority categorizes its fair value measurements of its investments based on the hierarchy established by generally accepted accounting principles. The fair value hierarchy, which has three levels, is based on the valuation inputs used to measure an asset's fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.

Fair value measurements of the Authority's investments are as follows at June 30, 2020.

- Investment in the County's pooled investments: valued at \$13,954,417. The County invests in numerous types of investments ranging all levels in the fair value hierarchy. Accordingly, the County's pool investments are not an investment type that can be categorized in any particular level in the fair value hierarchy.
- Investments held by bond trustee: valued at \$788,488, invested in BlackRock Treasury Trust Institutional, a Level 1 input.

NOTE 5 – INTERFUND BALANCES

Due From/Due To Other Funds

Interfund receivable and payable balances arise from interfund transactions and are recorded by all funds affected in the period in which transactions are executed and are expected to be paid shortly after the end of the fiscal year.

Activities within due from/due to other fund balances at June 30, 2020 are as follows:

	Due from	Due to	
General Fund	\$ -	\$ 3,873,194	
Capital Projects Fund	1,298,542	-	
Total Governmental Funds	1,298,542	3,873,194	
Trust Funds	2,574,652	-	
Total	\$ 3,873,194	\$ 3,873,194	

The above balances reflect the sales tax allocations at June 30, 2020.

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

Item R.

NOTE 6 – LONG-TERM LIABILITIES

Long-term liabilities activity for the year ended June 30, 2020 consist of the following:

	Balance July 1, 2019	Additions	Reductions	Balance June 30, 2020	Due within One Year
Sales Tax Revenue Bonds:					
Series 2009	\$ 3,095,000	\$ -	\$ (475,000)	\$ 2,620,000	\$ 510,000
Series 2010	8,090,000	-	(1,215,000)	6,875,000	1,260,000
Series 2010-premiums, net of amortization	307,191	-	(51,198)	255,993	-
Total	\$ 11,492,191	\$ -	\$ (1,741,198)	\$ 9,750,993	\$ 1,770,000

Payments on the Sales Tax Revenue Bonds are made by the Capital Projects Fund.

SERIES 2009

The series 2009 bonds were issued on October 28, 2009, with a maturity date of September 1, 2024, and an interest rate of 7.44%. Annual principal reductions on the bonds range from \$80,000 to \$335,000. The bonds are secured by sales tax revenues. There is a provision in the bonds whereby in the event of default the lender may declare the entire unpaid principal and interest immediately due and payable.

Annual debt service requirements to maturity of the series 2009 bonds are as follows:

Fiscal Years Ending June 30	Principal	Interest	Total
2021	510,000	185,628	695,628
2022	550,000	146,940	696,940
2023	590,000	105,276	695,276
2024	635,000	60,636	695,636
2025	335,000	12,462	347,462
Total	\$ 2,620,000	\$ 510,942	\$ 3,130,942

SERIES 2010

The series 2010 bonds were issued on June 29, 2010, with a maturity date of March 1, 2025, and an interest rate between 2.00-4.00%. Annual principal reductions on the bonds range from \$630,000 to \$1,505,000. The bonds are secured by sales tax revenues. There is a provision in the bonds whereby in the event of default the lender may declare the entire unpaid principal and interest immediately due and payable.

Annual debt service requirements to maturity of the series 2010 bonds are as follows:

Fiscal Years Ending June 30	Principal	Interest	Total
2021	1,260,000	318,000	1,578,000
2022	1,315,000	267,600	1,582,600
2023	1,365,000	215,000	1,580,000
2024	1,430,000	146,750	1,576,750
2025	1,505,000	75,250	1,580,250
Total	\$ 6,875,000	\$ 1,022,600	\$ 7,897,600

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2020**

NOTE 7 – RISK MANAGEMENT

The Authority is exposed to various risks of loss related to torts: theft, damage to, and destruction of assets, injuries to employees, and natural disasters. The Authority manages and finances these risks by purchasing commercial insurance for which a \$1,000 deductible applies. There have been no significant reductions in insurance coverage from the previous year, nor have settled claims exceeded the Authority’s commercial insurance coverage in any of the past three years.

NOTE 8 – COMMITMENTS

The Authority has entered into various cooperative agreements with governmental entities amounting to a total commitment of approximately \$46,873,743. The Authority has made cumulative expenditures of \$45,018,564 on these commitments through June 30, 2020; therefore, the Authority’s outstanding commitments at June 30, 2020, total \$1,855,179.

As of June 30, 2020, the Authority had the following commitments with respect to the unfinished capital projects:

Project	Amount	Completion Date
SR 41 Passing Lanes	\$ 988,072	12/31/21
SR 99 Widening, Ave 12 to 17 (Through R/W)	96,569	12/31/20
Oakhurst Mid Town Connector (Through R/W)	170,538	12/31/20
Reconstruct SR 233 Interchange (Environmental phase)	600,000	06/30/21
Total	\$ 1,855,179	

NOTE 9 – CONTINGENCIES

On March 11, 2020 the World Health Organization declared the outbreak of coronavirus (COVID-19) a pandemic. In response, the State of California issued Stay At Home Orders which include the temporary closure of all businesses deemed to be nonessential. The most recent Regional Stay At Home Order, effective December 7, 2020 for Madera County, requires individuals living in the San Joaquin Valley Region to stay home, except as allowed, to maintain continuity of the federal critical infrastructure sectors. Accordingly, some functions of the Authority’s operations have been limited to protect the health and safety of its employees. The Authority is dependent on sales taxes, the financial impact that could occur as a result of the pandemic is unknown at this time.

NOTE 10 – SUBSEQUENT EVENTS

On July 22, 2020, the Board of Commissioners approved \$11,445,000 of construction allocation to the Oakhurst Midtown Connector project.

REQUIRED SUPPLEMENTARY INFORMATION

**MADERA COUNTY TRANSPORTATION AUTHORITY
BUDGETARY COMPARISON SCHEDULE
GENERAL FUND
FOR THE YEAR ENDED JUNE 30, 2020**

Item R.

	Budgeted Amounts		Actual	Variance with Final Budget
	Original	Final		
REVENUES				
Sales tax	\$ 99,000	\$ 99,000	\$ 108,967	\$ 9,967
Interest revenue	<u>-</u>	<u>-</u>	<u>1,844</u>	<u>1,844</u>
Total revenues	<u>99,000</u>	<u>99,000</u>	<u>110,811</u>	<u>11,811</u>
EXPENDITURES				
Administration and planning	<u>99,000</u>	<u>99,000</u>	<u>110,808</u>	<u>(11,808)</u>
Total expenditures	<u>99,000</u>	<u>99,000</u>	<u>110,808</u>	<u>(11,808)</u>
Net change in fund balances	-	-	3	3
Fund balance - beginning of year	<u>16,855</u>	<u>16,855</u>	<u>16,855</u>	<u>-</u>
Fund balance - end of year	<u>\$ 16,855</u>	<u>\$ 16,855</u>	<u>\$ 16,858</u>	<u>\$ 3</u>

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BUDGETARY COMPARISON SCHEDULE
FOR THE YEAR ENDED JUNE 30, 2020**

BUDGETARY BASIS OF ACCOUNTING

The Authority adopts a legal annual operating budget for its general fund. All budget transfers and expenditures are approved by the Board or by the Authority Administrator prior to disbursement. The legal level of budgetary control is at the account balance level. The final budget revenue and expenditure amounts represent the original budget modified by any amendments and adjustments that have occurred during the year. Unencumbered appropriations lapse at year-end.

A budgetary comparison schedule for the general fund is presented on page 34. Its purpose is to demonstrate compliance with the approved budget for fiscal year 2019-2020. Actual expenditures appearing on the schedule are presented using the accrual method of accounting.

EXCESS OF EXPENDITURES OVER APPROPRIATIONS

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

<u>Appropriations Category</u>	<u>Excess Expenditures</u>
General Fund:	
Administration and planning	\$ 11,808

THIS PAGE IS LEFT BLANK INTENTIONALLY.

SUPPLEMENTARY INFORMATION

**MADERA COUNTY TRANSPORTATION AUTHORITY
SCHEDULE OF MEASURE T SALES TAX RECEIPTS
JUNE 30, 2020**

Item R.

Fiscal Year	Total Sales Tax Receipts *	Changes from Previous Year
2007/08	\$ 7,707,106	--
2008/09	7,311,825	-5.13%
2009/10	6,118,354	-16.32%
2010/11	6,939,324	13.42%
2011/12	7,775,292	12.05%
2012/13	7,960,277	2.38%
2013/14	8,439,910	6.03%
2014/15	9,017,126	6.84%
2015/16	9,327,292	3.44%
2016/17	9,521,593	2.08%
2017/18	9,810,897	3.04%
2018/19	10,398,296	5.99%
2019/20	10,534,761	1.31%

* Net of State Board of Equalization fees

OTHER AUDITOR'S REPORT

THIS PAGE IS LEFT BLANK INTENTIONALLY.

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

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

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Madera County Transportation Authority (the "Authority") as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated December 18, 2020.

Internal Control Over Financial Reporting

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

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

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

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

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

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

Price Pange & Company

Clovis, California
December 18, 2020

MADERA COUNTY TRANSPORTATION AUTHORITY
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED JUNE 30, 2020

SECTION I – SUMMARY OF AUDITOR’S RESULTS

FINANCIAL STATEMENTS

Type of auditor's report issued: Unmodified

Internal control over financial reporting:
Material weaknesses identified? _____ Yes X No

Significant deficiencies identified that are
not considered to be material weaknesses? _____ Yes X None Reported

Noncompliance material to financial
statements noted? _____ Yes X No

SECTION II – FINANCIAL STATEMENT FINDINGS

None reported.

**MADERA COUNTY TRANSPORTATION AUTHORITY
SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS
FOR THE YEAR ENDED JUNE 30, 2020**

Item R.

FINANCIAL STATEMENT FINDINGS

None reported.



The Place to Be

December 18, 2020

To the Management of the
Madera County Transportation Authority
Madera, California

In planning and performing our audit of the financial statements of the Madera County Transportation Authority (the "Authority") as of and for the year ended June 30, 2020, in accordance with auditing standards generally accepted in the United States of America, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

However, during our audit we became aware of an other matter that is an opportunity for strengthening internal controls and operating efficiency. The memorandum that accompanies this letter summarizes our comment and suggestion regarding the matter. This letter does not affect our report dated December 18, 2020 on the financial statements of the Authority.

We will review the status of the comment during our next audit engagement. We have already discussed the comment and suggestion with various Authority personnel, and we will be pleased to discuss it in further detail at your convenience, to perform any additional study of the matter, or to assist you in implementing the recommendation.

This communication is intended solely for the information and use of management of the Authority, and others within the Authority, and is not intended to be, and should not be, used by anyone other than those specified parties.

Sincerely,

Price Paige & Company

570 N. Magnolia Avenue, Suite 100
Clovis, CA 93611

tel 559.299.9540
fax 559.299.2344

Disbursement Review

A strong internal control system should include controls that mitigate risks created when there is an insufficient segregation of accounting duties.

Accordingly, we recommend that the Executive Director obtain a report of disbursements at least quarterly made from the Authority's cash accounts held at Madera County. The Executive Director should scan the report for unusual and/or unauthorized vendors or other unusual activity.



STAFF REPORT
Board Meeting of January 20, 2021

AGENDA ITEM: 10-S

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Efforts to Renew and Extend Measure T

Enclosure: No

Action: Authorize Efforts to Renew and Extend Measure T

SUMMARY:

In 1990, the voters of Madera County approved the original 15-year Measure A program which provided a ½ cent sales tax dedicated to local transportation improvements. The original Measure A program ended in 2005 and provided approximately \$65 million in regional and local street and highway projects.

In 2006 the voters passed Measure T, a 20-year sales tax measure. The new Measure T has a multimodal approach, and it reflects community values which includes a vibrant economy, clean air, accountability, leveraging funds, and local control. The Measure T funds are distributed based on the following percentages:

- 51%-Regional Transportation Program
- 44%-Local Transportation Program
- 2%-Public Transportation Program
- 2% Environmental Enhancement Program
- 1%-Administration

The Measure also requires that development pay its fair share to mitigate impacts to transportation facilities through Developer Impact Fees.

When complete in 2027, Measure T will have provided over \$197 million in multimodal transportation improvements for Madera County plus at least an additional \$216 million in leveraged state and federal funds. Both Measure A and T will have funded a substantial number of state and local transportation projects. Much has been accomplished but much remains.

A renewal of Measure T has the potential to raise from \$345 million to \$872 million, depending on whether it is renewed for 20 or 30 years and what escalation rates are assumed.

The renewed Measure T would continue the region's commitment to cleaning our air, controlling congestion, and providing mobility to all Madera County residents through funding programs such as:

- Transit facilities, equipment, and operations
- Trails and bicycle facilities
- New technology
- Other forms of multimodal transportation facilities

The 2006 effort clearly demonstrated that for a transportation measure to meet the two-thirds majority vote required by enabling legislation, all stakeholders must be represented in the formation of the new measure. That same approach is proposed for a renewal effort.

A renewal could be pursued as a part of the 2022, 2024, and 2026 election cycles. Each election has its unique advantages and disadvantages. Staff believes 2022 makes the most sense and is recommending the Policy Board adopt that recommendation.

Arguments for a 2022 Renewal

1. Identifying future Measure T transportation funding will allow for a continuous revenue stream beyond 2027 to fund early environmental work/preliminary engineering on existing Measure T Tier I & II projects while the existing Measure T is still in place. "Faster delivery" equals project savings.
2. Establishing a dedicated source of transportation funding for the long term will allow for the early development of scoping documents and cost estimates for major transportation projects. The sooner a project's scope and cost are identified, the sooner a project can begin preliminary engineering & design work, environmental clearance, right of way acquisition, and ultimately construction. Faster project delivery translates into less expensive projects being enjoyed by the public sooner rather than later. In addition, 2022 renewal of Measure T would allow for the possible bonding of future revenue to fund early starts if the MCTA/MCTC Board decides that bonding future revenue is fiscally prudent.
3. The effects of inflation perpetually erode purchasing power and inherently leads to higher construction costs in future years. Any steps that can be taken to speed up construction would arguably bring down the overall cost. Earlier project delivery means earlier benefits to taxpayers.
4. The poor Pavement Condition Index (PCI) for Madera County roads and city streets within incorporated communities warrants timely investments. The value of early preventative repairs to our transportation system cannot be overstated. The longer the repair is delayed, the more expensive the repair will

become. SB-1 should provide substantial assistance to Madera County agencies to begin clearing the backlog of major rehabilitation projects. However, without a Measure T extension, SB-1 funding may do little more than replace lost Measure T money. A 2022 renewal will allow local agencies to plan their road rehabilitation projects with a secure source of funding beyond 2027.

5. Reauthorizing Measure T in 2022 will create continuity and certainty of funding for public transit operators and will allow urban and rural transit providers to plan for long term operational and capital needs for an ever-growing population. This is a critical element for 2022 renewal; how can transit agencies plan better and beyond 2027 without Measure T revenues?
6. Several of the SB-1 funding programs (Local Partnership Programs, Trade Corridor Enhancement) for large regional transportation projects require significant local matches. With an approved sales tax extension in place, our region would have a continuing source for providing the local match for these programs. This approach ensures the leveraging of additional outside state and federal funds.
7. The 2022 ballot will likely be less crowded than 2024 as it is an off-year election.
8. If the 2022 Measure T reauthorization is unsuccessful, this 2022 renewal strategy would allow for a second opportunity before the existing Measure T expires. If the initial renewal effort does not occur until 2024 and it fails, a second attempt to reauthorize would only allow two years for a second effort. Under the 2022 renewal strategy proposed, the region would have four years to develop a second effort should 2022 fail.
9. Utilizing a 2022 renewal strategy allows the ability to “opt out” and delay moving forward if there are perceived to be “political roadblocks” to obtaining the requisite 2/3 voter support.
10. Renewal prior to the 2027 expiration is critical. It is much more difficult to pass a new tax than it is to renew an existing one, even if the amount is the same.

Arguments Against a 2022 Renewal

1. The current Measure T sales tax does not expire until March 2027. Many things can change (politics, economy, social conditions, etc.) between now and then. Delaying a vote on an extension of Measure T until closer to the current expiration date of 2027 ensures the new Measure T Expenditure Plan will more closely align with those conditions and values.
2. Few of the local and regional transportation projects that are scheduled to be delivered by SB-1 have yet to be built. Voters have not yet been able to enjoy the transportation benefits that will arise from the promised improvements. This issue can be mitigated by explaining the difference between how SB-1 revenues must be used (maintenance) and how renewed Measure T revenues can be used (virtually any transportation need, as approved by the voters).

3. Community leaders (elected and otherwise) may be risking “political capital” supporting a reauthorization of Measure T. This will require convincing Madera County voters that reauthorizing Measure T is a fiscally responsible and prudent step to take and is in the Madera County region’s best long-term mobility interest. This risk exists regardless of when renewal is pursued.
4. 2022 is an “off- year” election which historically have shown a higher turnout of conservatives who tend to be opposed to taxes. Although it is not a certainty, higher turnout on the part of the conservatives could make reaching the required two-thirds threshold for passage difficult or problematic? This risk exists in any election but may be more acute in 2022 or 2026. It should be noted that the previous measure enjoyed broad support across the political spectrum with the 2006 Measure gaining 73% approval.

MEASURE T RENEWAL PROCESS

Assuming the Board concurs with staff’s recommendation to proceed with efforts towards a renewal, the next steps would be:

- Issue an RFP to seek professional consultant services to develop and implement a Measure T renewal plan.
- Engage the community organizations to champion renewal efforts. Staff cannot advocate for or against any ballot measure. The support of community organizations was critical in both past successful measure initiatives.
- Perform focused polling to gauge the public’s understanding of Measure T and their perceived need for an extension of the measure. Polling should also attempt to ascertain what kinds of transportation improvements and systems the public values.
- Conduct agency and stakeholder meetings to identify the transportation and mobility needs within Madera County.
- Formation of a Steering Committee that would be tasked with developing a draft Expenditure Plan for the Extension.
- Seek proposals and identify a Measure T Extension facilitator who would guide the Steering Committee effort.
- Develop and participate in consensus building and public outreach programs.
- Prepare a draft expenditure plan for consideration by the MCTC Policy Board.
- Adopt a final expenditure plan.
- Seek Madera County Board of Supervisor’s approval to place the Measure T Renewal on the November 2022 ballot.

It is anticipated that these efforts would be complete by May of 2022 with a target of placing the Measure on the ballot in November of 2022.

FISCAL IMPACT:

If renewal efforts are authorized, potential impact to the approved 2020-21 Overall Work Program and Budget to retain a consultant. Amount to be determined.