



---

Meeting of the  
Madera County Transportation Commission  
and Madera County Transportation Authority  
Policy Board

**LOCATION**

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

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

**DATE**

August 31, 2022

**TIME**

3:00 PM

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

Commissioner Tom Wheeler, Chair  
Commissioner Diana Palmer, Vice Chair

Madera County Supervisor, PC, MCTC, MCTA  
Councilmember, City of Chowchilla, PC, MCTC, MCTA

Commissioner Cecelia Gallegos

Councilmember, City of Madera, PC, MCTC, MCTA

Commissioner Jose Rodriguez

Councilmember, City of Madera, PC, MCTC, MCTA

Commissioner Brett Frazier  
Commissioner Robert Poythress  
Caltrans, District 6

Madera County Supervisor, PC, MCTC, MCTA  
Madera County Supervisor, PC, MCTC, MCTA  
Policy Committee, Participating Agency



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

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

**SPECIAL NOTICE**

**Important Notice Regarding COVID 19**

The meeting of August 31, 2022 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 11, as adopted by the Madera County Transportation Commission Policy Board on March 23, 2022. The meeting will be conducted through a hybrid combination of in-person and/or all virtual attendance of the six members of the Policy Board via teleconference using the GoToWebinar platform. Public is highly encouraged using the virtual platform via a computer, tablet, or smartphone.

**Please click the link below to join the webinar:**

**<https://us06web.zoom.us/j/89147894588?pwd=K2s1TmRhR0JtWTM4c2ZIQkJNWUIVZz09>**

**Passcode: 785642**

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

**1 408 638 0968 or 1 669 444 9171**

**Webinar ID: 891 4789 4588 Passcode: 785642**

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to [publiccomment@maderactc.org](mailto:publiccomment@maderactc.org) or by calling 559-675-0721 ext. 7. Comments will be shared with the Policy Board and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

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

## **AGENDA**

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

## **INTERPRETING SERVICES**

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

Servicios de interprete no son ofrecidos en las juntas públicas de MCTC al menos de que se soliciten con tres (3) días de anticipación. Para solicitar estos servicios por favor contacte a Evelyn Espinosa at (559) 675-0721 x 5 durante horas de oficina.

## **MEETING CONDUCT**

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

## **RECORD OF THE MEETING**

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

## Agenda

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

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

### MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

#### 4. **TRANSPORTATION CONSENT ITEMS**

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

4-A. Fiscal Year (FY) 2022 Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program

**Enclosure:** No

**Action:** Information and Discussion Only

4-B. Reconnecting Communities Pilot (RCP) Discretionary Grant Program authorized by the *Bipartisan Infrastructure Law*

**Enclosure:** No

**Action:** Information and Discussion Only

4-C. Fiscal Year (FY) 2022 ReConnect Program

**Enclosure:** No

**Action:** Information and Discussion Only

4-D. Safe Streets and Roads for All (SS4A) Grant Program

**Enclosure:** No

**Action:** Information and Discussion Only

4-E. FY 2022 Community Wildfire Defense Grant (CWDG) Program

**Enclosure:** No

**Action:** Information and Discussion Only

4-F. Fiscal Year 2022-23 State of Good Repair (SGR) Project List

**Enclosure:** Yes

**Action:** Approve Resolution 22-11, adopting the FY 2022-23 SGR project list to be submitted in the amount of \$251,124

4-G. Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 11

**Enclosure:** Yes

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

**5. TRANSPORTATION ACTION/DISCUSSION ITEMS**

5-A. Final 2022 Program Environmental Impact Report (PEIR) for the 2022 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) – Resolution 22-12

**Enclosure:** Yes

**Action:** Certify Environmental Document

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

**Enclosure:** Yes

**Action:** Adopt Final 2022 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), 2023 FTIP and Corresponding Air Quality Conformity Analysis - Resolution 22-13

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

**Enclosure:** Yes

**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.

#### 7-A. Executive Minutes – July 20, 2022

**Enclosure:** Yes

**Action:** Approve July 20, 2022 meeting minutes

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

**Enclosure:** Yes

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

#### 7-C. Transportation Development Act (STA) – Apportionment, Resolution 22-06 Amendment No. 1

**Enclosure:** Yes

**Action:** Approve Resolution 22-06 Amendment No. 1

### 8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

#### 8-A. September MCTC Policy Board Meeting date change to September 28, 2022

**Enclosure:** No

**Action:** Information and Discussion Only

#### 8-B. FY 2022-23 Overall Work Program & Budget (OWP) – Amendment No. 1

**Enclosure:** Yes

**Action:** Approve OWP & Budget – Amendment No. 1

## MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

### 9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

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

9-A. Measure T Citizens’ Oversight Committee Annual Report

**Enclosure:** Yes

**Action:** Accept the Measure T Citizens’ Oversight Committee Annual Report

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

**Enclosure:** Yes

**Action:** Accept Measure T Compliance Audit Report for FY ending June 30, 2021: City of Madera

9-C. Executive Minutes – August 5, 2022

**Enclosure:** Yes

**Action:** Approve August 5, 2022 meeting minutes

9-D. Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 11

**Enclosure:** Yes

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

### 10. AUTHORITY – ACTION/DISCUSSION ITEMS

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

**Enclosure:** Yes

**Action:** Approve Resolution 2022-05 confirming board authority to terminate, and commitment to review Measure T

[10-B.](#) Measure T Public Education Outreach

**Enclosure:** Yes

**Action:** Information and Discussion Only

[10-C.](#) HdL Newsletter 1<sup>st</sup> Qtr 2022

**Enclosure:** Yes

**Action:** Information and Discussion Only

[10-D.](#) Focus on the Future 2022 Conference

**Enclosure:** No

**Action:** Information and Discussion Only

[10-E.](#) Measure T Citizens' Oversight Committee Member Appointment

**Enclosure:** Yes

**Action:** Appoint Janice Gomes as a representative for District 1 to the Measure T Citizens' Oversight Committee

[10-F.](#) September MCTA Board of Directors meeting date change to September 28, 2022

**Enclosure:** No

**Action:** Information and Discussion Only

## OTHER ITEMS

**11. MISCELLANEOUS**

11-A. Items from Staff

11-B. Items from Caltrans

11-C. Items from Commissioners

**12. CLOSED SESSION**

**NONE**

**13. ADJOURNMENT**

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





**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 4-A

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

---

**SUBJECT:**

Fiscal Year (FY) 2022 Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA) has issued a Notice of Funding Opportunity (NOFO) for the [Fiscal Year \(FY\) 2022 Nationally Significant Federal Lands and Tribal Projects \(NSFLTP\) Program](#). The purpose of the program is to support the construction, reconstruction, or rehabilitation of urban and rural critical transportation facilities within, adjacent to, or providing access to federal or tribal lands. There is \$125.2 million in estimated total program funding authorized by the *Bipartisan Infrastructure Law* (PL 117-58), of which 50 percent is set aside for projects on federal lands transportation facilities and federal lands access transportation facilities and 50 percent is set aside for Tribal transportation facilities. DOT will accept projects with estimated construction costs of at least \$12.5 million. There is no cost share requirement for Tribal transportation facility projects; however, there is 10 percent nonfederal cost share requirement for all other projects. The BIL amended the NSFLTP Program to allow other federal funds to fulfill the match requirements. The deadline to submit an application is **October 24, 2022**. DOT will host an information webinar on [Wednesday, August 31, 2022](#).

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 4-B

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

---

**SUBJECT:**

Reconnecting Communities Pilot (RCP) Discretionary Grant Program authorized by the *Bipartisan Infrastructure Law*

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The Department of Transportation is now accepting applications for the [Reconnecting Communities Pilot](#) discretionary grant program. The program's funds can support planning, capital construction, and technical assistance to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development. Eligible applicants include States, Local and Tribal governments, metropolitan planning organizations, nonprofit organizations, and transportation facility owners. The application submission deadline is **Thursday, October 13, 2022**, on grants.gov.

For more information visit [Reconnecting Communities Pilot Program – Planning Grants and Capital Construction Grants](#).

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 4-C

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

---

**SUBJECT:**

Fiscal Year (FY) 2022 ReConnect Program

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The U.S. Department of Agriculture (USDA) Office of Rural Development (RD) has issued a Funding Opportunity Announcement (FOA) for the [Fiscal Year \(FY\) 2022 ReConnect Program](#), also known as the **Rural eConnectivity Program**. The purpose of the program is to support broadband deployment in rural areas that lack sufficient access to broadband. Awards will be made under five categories as outlined below.

There is \$150 million in total funding for 100 Percent Loans. Applicants may request a maximum of \$50 million in credit assistance per application.

There is \$300 million in total funding for 50 Percent Loan / 50 Percent Grant Combinations, with \$150 million reserved for loans and \$150 million reserved for grants. Applicants may request a maximum of \$25 million per loan and up to \$25 million for the matching grant.

There is \$150 million in total funding for **100 Percent Grants**. The maximum award size is \$25 million, with an exception of up to \$35 million for applicants with a Proposed Funded Service Area (PFSA) comprised of 100 percent areas classified by the USDA Economic Research Service as Frontier and Remote Area (FAR) Level 4. There is a 25 percent nonfederal cost share requirement.

There is \$350 million available for **100 Percent Grant for Alaska Native Corporations, Tribal Governments, Colonias, Persistent Poverty Areas, and Socially Vulnerable Communities**. The maximum award size is \$25 million, with an exception of up to \$35 million for applicants with PFSAs comprised of 100 percent areas classified by the USDA Economic Research Service as FAR Level 4. There is no cost share requirement.

Finally, there is \$200 million available for grants under for **Projects Where 90 Percent of Households Lack Sufficient Access to Broadband**. The maximum award size is \$25 million. There is no cost share requirement.

The application period opens on **September 6, 2022**, and the application deadline is **November 2, 2022**. Please note that applications under the 100 Percent Loan Category will be awarded on a rolling basis.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 4-D  
**PREPARED BY:** Sandy Ebersole, Administrative Analyst

---

**SUBJECT:**

Safe Streets and Roads for All (SS4A) Grant Program

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:****Safe Streets and Roads for All (SS4A) Grant Program**

The [Bipartisan Infrastructure Law](#) (BIL) establishes the new Safe Streets and Roads for All (SS4A) discretionary program that will provide \$5-6 billion in grants over the next five years. Funding supports regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

The [Notice of Funding Opportunity \(NOFO\)](#) for Safe Streets and Roads for All grant is open. **The application deadline is 5:00 pm EDT September 15, 2022.**

[Webinar presentations](#) are available to learn more about SS4A.

Award announcements are expected to be made by the end of calendar year 2022 or early 2023.

**Eligible Recipients**

- Metropolitan planning organizations (MPOs);
- Counties, cities, towns, other special districts that are subdivisions of a State, and transit agencies;
- Federally recognized Tribal governments; and
- Multijurisdictional groups comprised of the above entities.

**Eligible activities**

- Develop or update a Comprehensive Safety Action Plan.
- Conduct planning, design, and development activities in support of an Action Plan.
- Carry out projects and strategies identified in an Action Plan.

The development and establishment of a Comprehensive Safety Action Plan is a key component of this program. If you are interested in applying for funds to **develop a new [Comprehensive Safety Action Plan](#)**:

- Start identifying who your partners will be, such as government stakeholders (e.g., in transportation, planning, health, law enforcement), private-sector entities, and community groups.
- Consider how to engage community members, specifically those historically underrepresented in transportation decision-making.

Applicants seeking funding to **update or enhance an existing Comprehensive Safety Action Plan** could:

- Evaluate key elements that might be missing from your existing plan.
- Assemble the stakeholders, including community members in underrepresented areas, to assist.

Applicants seeking funding for projects and strategies identified in an **established Comprehensive Safety Action Plan** could:

- Begin considering which specific activities and projects would address their most pressing roadway safety issues.
- For potential projects, consider the extent to which additional planning and design is needed, and assess the applicability of laws such as the National Environmental Protection Act, the National Historic Preservation Act, or the Americans with Disabilities Act.

#### **FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 4-E

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

---

**SUBJECT:**

FY 2022 Community Wildfire Defense Grant (CWDG) Program

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The U.S. Department of Agriculture (USDA) U.S. Forest Service (USFS) has issued a Notice of Funding Opportunity (NOFO) for the **Fiscal Year (FY) 2022 Community Wildfire Defense Grant (CWDG) Program** established by the *Bipartisan Infrastructure Law* (P.L. 117-58). The purpose of the program is to support at-risk communities in planning for and mitigating against wildfire risk. USFS expects to award approximately \$160 million in total program funding through grants of up to \$250,000 each for the development or update of a Community Wildfire Protection Plan (CWPP) and up to \$10 million each for the implementation of a project in a CWPP. There is a 10 percent nonfederal cost share requirement for proposals to develop or update a CWPP and a 25 percent nonfederal cost share requirement for proposals to implement a project in a CWPP, with exceptions for certain underserved communities. The application deadline is **October 7, 2022**.

For more information, please see the [Western States and Territories NOFO](#) or [Program Website](#). USFS will hold a webinar on the program on August 8, 2022, at 2:00 p.m. Eastern Time (ET).

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 4-F

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

**SUBJECT:**

Fiscal Year 2022-23 State of Good Repair (SGR) Project List

**Enclosure:** Yes

**Action:** Approve Resolution 22-11, adopting the FY 2022-23 SGR project list to be submitted in the amount of \$251,124

**SUMMARY:**

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

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

To receive STA-SGR funds, eligible recipients must submit an annual list of projects to Caltrans, which are due by September 1, 2022.

For FY 2022-23, Madera County Transportation Commission will receive \$243,035 (PUC 99313) and \$8,089 (PUC 99314) to be suballocated to local agencies by population.

MCTC will submit allocation requests for the following projects:

City of Chowchilla	Purchase One Bus	\$26,779
City of Madera	Transit Enhancement – Solar Lighting	\$81,635
City of Madera	Fixed Route Amenities	\$20,000
County of Madera	Transit Facility - Infrastructure	\$120,874



**FISCAL IMPACT:**

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

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

In the matter of  
**STATE OF GOOD REPAIR PROGRAM  
NEW PROJECT APPROVAL LIST FY 2022/23**

Resolution No.: **22-11**

**WHEREAS**, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

**WHEREAS**, the Madera County Transportation Commission is an eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects;

**WHEREAS**, the Madera County Transportation Commission distributing SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

**WHEREAS**, the Madera County Transportation Commission concurs with and approves the attached project list for the State of Good Repair Program funds; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Madera County Transportation Commission Policy Board hereby approves the SB1 State of Good Repair Project List for FY 2022-2023 to be submitted in the amount of \$251,124.

City of Chowchilla	Purchase One Bus	\$26,779
City of Madera	Transit Enhancement - Solar Lighting	\$81,635
City of Madera	Fixed Route Amenities	\$20,000
County of Madera	Transit Bus Facility - Infrastructure	\$120,874

**NOW, THEREFORE, BE IT RESOLVED**, by the Policy Board of the Madera County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

**NOW, THEREFORE, BE IT RESOLVED**, that the Executive Director is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms and agreements.

The foregoing resolution was adopted this 31<sup>st</sup> day of August 2022 by the following vote:

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

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

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



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 4-G

**PREPARED BY:** Patricia Taylor, Executive Director

---

**SUBJECT:**

Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 11

**Enclosure:** Yes

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

**SUMMARY:**

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTC Policy Board approve Resolution 21-15 Amendment No. 11, allowing for continued remote teleconferenced public meetings for all MCTC Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

**FISCAL IMPACT:**

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

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

In the matter of  
**FINDING OF A PROCLAMATION OF A STATE  
OF EMERGENCY BY THE GOVERNOR’S  
ORDER DATED 3-4-20 PERSISTS, AND  
AUTHORIZING REMOTE TELECONFERENCE  
MEETINGS OF THE POLICY BOARD AND ITS  
COMMITTEES OF THE MADERA COUNTY  
TRANSPORTATION COMMISSION FOR THE  
PERIOD OF SEPTEMBER 1 THROUGH  
SEPTEMBER 30, 2022 PURSUANT TO BROWN  
ACT PROVISIONS**

Resolution No.: **21-15**  
**Amendment No. 11**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The foregoing resolution was adopted this 31<sup>st</sup> day of August 2022 by the following vote:

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

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

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



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 5-A

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

---

**SUBJECT:**

Final 2022 Program Environmental Impact Report (PEIR) for the 2022 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) – Resolution 22-12

**Enclosure:** Yes

**Action:** Certify Environmental Document

**SUMMARY:**

MCTC has prepared a Program Environmental Impact Report (PEIR), in accordance with the California Environmental Quality Act (CEQA) for the 2022 Regional Transportation Plan and Sustainable Communities Strategy (2022 RTP/SCS). The 2022 RTP/SCS identifies the region's transportation needs and issues, sets forth an action plan of projects and programs to address the needs consistent with the adopted policies, and documents the financial resources needed to implement the plan. Projects are identified at a conceptual level for purposes of the RTP, and the PEIR is programmatic in nature – meaning individual projects identified in the RTP are not specifically analyzed.

This PEIR analyzes the RTP's effects on the following environmental issue areas:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biotic Resources
- Climate Change
- Cultural and Tribal Cultural Resources
- Energy and Energy Conservation
- Geology/Soils/Mineral Resources
- Hazards & Hazardous Materials
- Hydrology & Water Resources
- Land Use, Planning, and Recreational Resources
- Noise
- Population, Housing & Employment
- Public Utilities, Other Utilities & Services Systems



- Social and Economic Effects
- Transportation/Traffic
- Wildfire

Included in the Final PEIR are responses to comments received on the Draft PEIR document, changes made/addressed within the document in response to those comments, findings of potential impacts and statement of overriding considerations, and a Mitigation Monitoring Program to address such findings.

The complete Draft and Final documents are available at:

<https://www.maderactc.org/transportation/page/your-madera-2046-rtpscs>.

**FISCAL IMPACT:**

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

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

RESOLUTION CERTIFYING THE  
FINAL PROGRAM ENVIRONMENTAL  
IMPACT REPORT (PEIR)  
FOR THE 2022 REGIONAL  
TRANSPORTATION PLAN/SUSTAINABLE  
COMMUNITY STRATEGY

Resolution No.: 22-12

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

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

**WHEREAS**, Senate Bill (SB) 375 (Steinberg, 2008) requires that Metropolitan Planning Organizations prepare a Sustainable Communities Strategy (SCS) as part of the 2022 RTP that demonstrates how the region will reduce the greenhouse gas emissions (GHG) from automobiles and light trucks to achieve, if there is a feasible way to do so, the applicable greenhouse gas emission reduction targets approved by the California Air Resources Board (ARB); and

**WHEREAS**, MCTC determined a Program Environmental Impact Report (PEIR) for the 2022 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) assessing environmental effects related to the development of the 2022 RTP/SCS should be prepared; and

**WHEREAS**, in accordance with State CEQA Guidelines section 15082, on March 1, 2021, MCTC sent to the Office of Planning and Research and each responsible and trustee agency a Notice of Preparation (NOP) stating that a Program Environmental Impact Report (State Clearinghouse Number # 2021030268) would be prepared; and

**WHEREAS**, three comment letters were received in response to the NOP during the 30-day NOP review period; and

**WHEREAS**, pursuant to Public Resources Code section 21083.9 and State CEQA Guidelines sections 15082(c) and 15083, MCTC held a duly noticed Scoping Meeting on March 18, 2021, to solicit comments on the scope of the environmental review of the proposed Project; and

**WHEREAS**, a Draft PEIR was prepared addressing comments received; and

**WHEREAS**, in accordance with State CEQA Guidelines section 15085, a Notice of Completion was prepared and filed with the Office of Planning and Research on June 29, 2022; and

**WHEREAS**, as required by State CEQA Guidelines section 15087, MCTC provided Notice of Availability of the Draft EIR to the public in the manner required by CEQA at the same time that MCTC sent Notice of Completion to the Office of Planning and Research, on June 29, 2022; and

**WHEREAS**, during the 55-day public comment period required by State CEQA Guidelines section 15087, copies of the Draft PEIR and technical appendices were available for review and inspection at MCTC office and on MCTC website; and

**WHEREAS**, during the 55-day public comment period, MCTC consulted with and requested comments from all responsible agencies, other governmental and trustee agencies having discretionary approval or jurisdiction by law over natural resources affected by the Project, the County of Madera, affected transportation agencies, and other interested persons and agencies; and

**WHEREAS**, MCTC received four written comment letters on the Draft PEIR, including an acknowledgement from the State Clearinghouse that MCTC has complied with CEQA environmental review requirements; and

**WHEREAS**, pursuant to Public Resources Code section 21092.5, MCTC provided copies of its responses to commenting public agencies at least ten (10) days prior to MCTC's consideration of the certification of the Final PEIR; and

**WHEREAS**, on July 20, 2022, commencing at 3:00 p.m. during the MCTC Governing Board Meeting at 2001 Howard Rd., Madera CA, 93637, the MCTC Governing Board conducted a noticed public hearing at which time all persons wishing to testify in connection with the Project were heard, and said application was fully studied; and

**WHEREAS**, all comments on the PEIR concerning environmental issues that were received during the public review period were evaluated by MCTC Staff and a written response was prepared in accordance with the requirements of CEQA Guideline, section 15088. Both the comments and responses thereto are included in the Final PEIR; and

**WHEREAS**, the Final PEIR contains the elements required by CEQA, including, but not limited to:

- a) Identification, description and discussion of all potential significant environmental effects of the proposed project, both direct and indirect, both short term and long term.
- b) A description of mitigation measures proposed to minimize potentially significant environmental effects of the proposed project identified in the Final PEIR.
- c) A description of those potentially significant environmental effects which cannot be avoided or which can be mitigated, but not reduced to a level of insignificance.
- d) A description of a range of reasonable alternatives to the proposed project and evaluation of the comparative merits and potentially significant environmental effects of the alternatives, including the "no project" alternative.
- e) A discussion of cumulative impacts, in accordance with the requirements of CEQA Guidelines section 15130.
- f) A list of all Federal, State and local agencies or other organizations and private individuals consulted in preparing the PEIR, and the firm preparing the PEIR; and

**WHEREAS**, written CEQA findings identifying potentially significant impacts and addressing proposed mitigation for those impacts are attached hereto as Exhibit "A"; and

**WHEREAS**, the CEQA Statement of Overriding Considerations, setting forth the benefits of the Project each of which individually outweighs each and every one of the Project's significant and unavoidable impacts, and the basis for that determination is attached hereto also as Exhibit "A"; and

**WHEREAS**, the Mitigation Monitoring and Reporting Program setting forth the mitigation measures to which MCTC shall bind itself in connection with the Project, is attached hereto as Exhibit "B"; and

**WHEREAS**, prior to taking action, MCTC Policy Board has heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including the PEIR, and all oral and written evidence presented to it during all meetings and hearings; and

**WHEREAS**, the PEIR reflects the independent judgment of MCTC Policy Board and is fully adequate for purposes of making decisions on the merits of the Project; and

**WHEREAS**, MCTC has not received any comments or additional information that constituted substantial new information of substantial importance requiring recirculation under Public Resources Code section 21092.1 and State CEQA Guidelines section 15088.5; and

**WHEREAS**, all the requirements of CEQA and the State CEQA Guidelines have been satisfied by MCTC in the PEIR, which is sufficiently detailed so that all of the

potentially significant environmental effects of the Project have been adequately evaluated; and

**WHEREAS**, all other legal prerequisites to the adoption of this Resolution have occurred.

**NOW, THEREFORE, BE IT RESOLVED**, by MCTC at a session assembled on August 31, 2022, and based on the foregoing facts and circumstances as follows:

1. MCTC hereby finds that the recitals set forth above are true and correct and are incorporated herein as substantive findings of this Resolution.
2. Based on all of the evidence in the record as a whole and as presented at the hearing, including but not limited to the PEIR, written and oral testimony given at meetings and hearings, and the submission of testimony from the public, organizations, and regulatory agencies, MCTC finds that the environmental impacts associated with the Project are either: (1) less than significant and do not require mitigation; or (2) potentially significant but will be avoided or reduced to a level of insignificance through the identified Mitigation Measures; or (3) significant and cannot be fully mitigated to a level of less than significant but will be substantially lessened to the extent feasible by the identified Mitigation Measures. MCTC's CEQA findings, attached hereto as Exhibit "A," are hereby adopted by the Board.
3. MCTC finds that it has reviewed and considered the Final EIR in evaluating the proposed RTP/SCS, that the Final EIR is an accurate and objective statement that fully complies with CEQA, and that the Final EIR reflects the independent judgment of MCTC Board. Based on the record as a whole, MCTC hereby certifies the Final EIR.
4. MCTC finds that the Statement of Overriding Consideration, attached hereto as part of Exhibit "A", accurately summarizes the project's significant and unavoidable impacts and benefits to the community. MCTC finds that each and every one of the Project benefits individually outweigh each and every one of the Project's significant and unavoidable impacts, and MCTC hereby adopts the Statement of Overriding Considerations.
5. MCTC finds that the Mitigation Monitoring Program, attached hereto as Exhibit "B", is an adequate Mitigation Monitoring Program pursuant to Public Resources Code section 21081.6. MCTC hereby adopts the Mitigation Monitoring Program set forth in Attachment "B".
6. The documents and materials associated with the Project and the PEIR that constitute the record of proceedings on which these findings are based are located at MCTC, 2001 Howard Rd., Madera CA, 93637. The Custodian of Record is Patricia Taylor, Executive Director.

**BE IT FURTHER RESOLVED**, that the MCTC Board directs MCTC staff to file a Notice of Determination with the California State Clearinghouse and with the Madera

County Clerk, as required by CEQA, within five (5) working days of any Board approval of the RTP/SCS.

**BE IT FURTHER RESOLVED**, that the Madera County Transportation Commission also finds that the 2022 RTP/SCS meets the SB 375 GHG reduction targets of 10% below 2005 per capita emissions levels by 2020 and 16% below 2005 per capita emissions levels by 2035.

**THE FOREGOING RESOLUTION** was passed and adopted by the Madera County Transportation Commission this 31st day of August 2022 by the following vote:

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

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

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

I hereby certify that the foregoing is a true copy of a resolution of the Madera County Transportation Commission duly adopted at a regular meeting thereof held on the 31st day of August 2022.

Signed: \_\_\_\_\_  
Executive Director



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 5-B

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

---

**SUBJECT:**

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

**Enclosure:** Yes

**Action:** Adopt Final 2022 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), 2023 FTIP and Corresponding Air Quality Conformity Analysis - Resolution 22-13

**SUMMARY:**

As the Regional Transportation Planning Agency and Metropolitan Planning Agency for Madera County, the Madera County Transportation Commission (MCTC) is required to prepare a Regional Transportation Plan and Sustainable communities Strategy (RTP/SCS) every four years. The RTP/SCS is a long-range planning document with a planning horizon year of 2046.

The RTP identifies Madera County’s regional transportation goals, existing and future transportation system and project costs equal to projected revenues and as required by Senate Bill 375 (SB375), and a Sustainable Communities Strategy (SCS) designed to reduce CO2 pollution through the integration of land use and transportation planning strategies.

A SCS supports the State’s climate action goals to reduce greenhouse gas (GHG) emission by better integrating land use, housing, and transportation planning through coordinated planning with local agencies. A SCS identifies existing or planned land use strategies that help reduce vehicular travel with the goal of more sustainable communities. If feasible, the SCS must forecast a pattern of development for Madera County that, when integrated with the transportation network, and other transportation measures and policies, reduces greenhouse gas emissions from light trucks and cars, to achieve the greenhouse gas emission reduction targets approved by the California Air Resources Board (CARB).

The 2023 Federal Transportation Improvement Program (FTIP) is a short-term document detailing projects and their federal funding sources that are scheduled for implementation in Madera County over the next four years. Only projects with federal funding, or those

considered regionally significant that require a federal action, are included in the FTIP. Most non-federal projects are not included in the FTIP.

A federal Air Quality Conformity Analysis corresponding to the 2022 RTP/SCS and the 2023 FTIP was prepared. The Conformity document indicated the region's ability to meet Federal and State Air Quality requirements for criteria pollutants, ozone and particulate matter should the RTP/SCS and FTIP be implemented.

MCTC staff released the Draft 2023 FTIP, 2022 RTP/SCS, and Corresponding Conformity Analysis for public review on June 29, 2022. The public review and comment period for each of the documents were as follows:

- 55 days commencing on June 29, 2022, and ending on August 23, 2022, for the 2022 RTP/SCS.
- 30 days commencing on June 29, 2022, and ending on July 29, 2022, for the 2023 FTIP and Draft Air Quality Conformity Analysis.

Public comments were welcomed during a public hearing held on July 20, 2022, at 3:00PM during the MCTC Policy Board Meeting or in writing during the public review period.

The complete Draft, Final documents and response to comments are available at:

<https://www.maderactc.org/transportation/page/your-madera-2046-rtpscs>.

<https://www.maderactc.org/programming/page/federal-transportation-improvement-program-ftip-and-air-quality-planning>

**FISCAL IMPACT:**

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



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

RESOLUTION ADOPTING THE MADERA  
COUNTY TRANSPORTATION  
COMMISSION 2023 FEDERAL  
TRANSPORTATION IMPROVEMENT  
PROGRAM, THE 2022 REGIONAL  
TRANSPORTATION PLAN/SUSTAINABLE  
COMMUNITY STRATEGY, AND THE  
CORRESPONDING CONFORMITY  
ANALYSIS

Resolution No.: 22-13

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

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

**WHEREAS**, Senate Bill (SB) 375 (Steinberg, 2008) requires that Metropolitan Planning Organizations prepare a Sustainable Communities Strategy (SCS) as part of the 2022 RTP that demonstrates how the region will reduce the greenhouse gas emissions (GHG) from automobiles and light trucks to achieve, if there is a feasible way to do so, the applicable greenhouse gas emission reduction targets approved by the California Air Resources Board (ARB); and

**WHEREAS**, pursuant to SB 375, the applicable ARB per capita GHG emission reduction targets for the Madera County Transportation Commission are 10% below 2005 per capita emissions levels by 2020 and 16% below 2005 per capita emissions levels by 2035; and

**WHEREAS**, pursuant to SB 375, the SCS must: (1) identify the general location of uses, residential densities, and building intensities within the region; (2) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth; (3) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584; (4) identify a transportation network to service the transportation needs of the region; (5) gather and consider the

best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (1) and (b) of the Government Code Sections 65080 and 65581; and (6) consider the statutory housing goals specified in Sections 65580 and 65581, (7) set forth a forecasted development pattern for the region which when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG reduction targets, and (8) allow the RTP to comply with air quality conformity requirements under the federal Clean Air Act; and

**WHEREAS**, the 2022 RTP/SCS has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

**WHEREAS**, a 2022 RTP/SCS has been prepared in full compliance with federal guidance; and

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

**WHEREAS**, projects submitted in the 2023 FTIP must be financially constrained and the financial plan affirms that funding is available; and

**WHEREAS**, the 2023 FTIP has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Madera County Transportation Commission forum and general public involvement; and

**WHEREAS**, the 2023 FTIP program listing is consistent with: 1) the 2022 RTP/SCS; 2) the 2022 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

**WHEREAS**, the 2023 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

**WHEREAS**, the 2023 FTIP meets all applicable transportation planning requirements per 23 Code of Federal Regulations (CFR) Part 450; and

**WHEREAS**, Madera County Transportation Commission has established performance targets that address the performance standards per 23 CFR Part 490, 49 United States Code (U.S.C.) 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the MPO; and

**WHEREAS**, Madera County Transportation Commission has integrated into its metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program; and

**WHEREAS**, the MPO must demonstrate conformity per 40 CFR Part 93 for the 2022 RTP/SCS and 2023 FTIP; and

**WHEREAS**, the 2022 RTP/SCS and 2023 FTIP includes a new Conformity Analysis; and

**WHEREAS**, the 2022 RTP/SCS and 2023 FTIP conforms to the applicable SIPs; and

**WHEREAS**, the 2022 RTP/SCS and 2023 FTIP do not interfere with the timely implementation of the Transportation Control Measures; and

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

**WHEREAS**, a public hearing was conducted on July 20, 2022 to hear and consider comments on the 2022 RTP/SCS, 2023 FTIP, and Corresponding Conformity Analysis.

**NOW, THEREFORE, BE IT RESOLVED**, that the Madera County Transportation Commission adopts the 2022 RTP/SCS, 2023 FTIP, and Corresponding Conformity Analysis.

**BE IT FURTHER RESOLVED**, that the Madera County Transportation Commission finds that the 2022 RTP/SCS and 2023 FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

**BE IT FURTHER RESOLVED**, that the Madera County Transportation Commission also finds that the 2022 RTP/SCS meets the SB 375 GHG reduction targets of 10% below 2005 per capita emissions levels by 2020 and 16% below 2005 per capita emissions levels by 2035.

**THE FOREGOING RESOLUTION** was passed and adopted by the Madera County Transportation Commission this 31st day of August 2022 by the following vote:

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

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

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

I hereby certify that the foregoing is a true copy of a resolution of the Madera County Transportation Commission duly adopted at a regular meeting thereof held on the 31st day of August 2022.

Signed: \_\_\_\_\_  
Executive Director



**STAFF REPORT**  
Board Meeting of August 31, 2022

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

---

**SUBJECT:**

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

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The annual San Joaquin Valley Regional Planning Agencies Valley Voice Trip, Washington D.C. will be held in person, September 18-22, 2022. Attached is the proposed DRAFT Legislative Platform. The platform is still work in progress and will be finalized during the first week of September 2022. This year's highlights are as follows:

- Implementations of the Bipartisan Infrastructure Law
- Buy America Waivers
- State Route 99
- Passenger Rail
- Budget and Appropriations – Community Project Funding Requests
- Pending Federal Grant Applications

The San Joaquin Valley Regional Policy Council Water Committee is also scheduling a couple of meetings.

**FISCAL IMPACT:**

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

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

**DRAFT LEGISLATIVE BROCHURE**

**Introduction**

The *Bipartisan Infrastructure Law* (P.L. 117-58) was signed into law by President Joseph R. Biden on November 15, 2022, authorizing \$1.2 trillion over Fiscal Years (FY) 2022 through FY 2026 for transportation, climate and resiliency, energy, broadband, and water infrastructure programs. As the Biden Administration implements this historic piece of legislation, this legislative brochure outlines priority policies and projects from the San Joaquin Valley. This booklet also highlights regional Congressionally directed spending proposals under consideration in Congress.

**About California's San Joaquin Valley**

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

**About the San Joaquin Valley Regional Policy Council**

The San Joaquin Valley Regional Policy Council is a partnership that exemplifies the regional transportation planning agencies' commitment to working collaboratively to address regional issues, challenges, and opportunities. The 17-member Policy Council was established to build regional consensus and provide a forum for the Valley to organize, coordinate, and communicate as a region. The Policy Council consists of two elected officials from each of the eight regional planning agencies' policy boards, and the Executive Director of the San Joaquin Valley Air Pollution Control District.

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

**Implementation of the Bipartisan Infrastructure Law**

Thank you to the Biden Administration and lawmakers on Capitol Hill for their leadership in passing the *Bipartisan Infrastructure Law* (P.L. 117-58). We welcome the historic investment provided by this \$1.2 trillion measure and look forward to working with federal partners to leverage these resources to make meaningful investments in our community over the next five years from Fiscal Year (FY) 2022 to FY 2026. In follow-up to our 2021 Valley Voice efforts, we were heartened by robust investments in the law for goods movement, electric vehicles, and emissions reduction efforts. We also look forward to working with our partners in the State of California as they administer sub-allocations of the following formula programs to the local level: the Carbon Reduction Program (CRP), the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program, the National Electric Vehicle Infrastructure (NEVI) Formula Program, the Bridge Formula Program (BFP), and other existing Federal-Aid Highway Programs. Our member agencies will also take advantage of newly-established discretionary or competitive programs

authorized by the law in the years ahead. We will be sure to engage Members of Congress and the Administration on those opportunities as appropriate. However, given the fact that workforce development and job training investments were largely included in the *Build Back Better Act*, we encourage lawmakers to pass a piecemeal measure or increase levels of funding through the FY 2023 budget and appropriations process to address the multitude of needs for our workforce in the Central Valley.

### **Buy America Waivers**

The Buy America provisions of the *Bipartisan Infrastructure Law* (P.L. 117-58) state that the head of each federal agency must ensure that “none of the funds made available for a Federal financial assistance program for infrastructure...may be obligated for a project unless all of the iron, steel, manufactured products, and construction materials used in the project are produced in the United States.” While the San Joaquin Valley supports the tenets of the *Build America, Buy America Act*, a common-sense application of the provisions in regulation is needed to ensure project delivery is not delayed. For example, necessary components of fleet vehicles or construction materials such as the bristles on a street cleaning truck are often not manufactured domestically due to the production costs or resource availability. As a result, recipients of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) grants to purchase certain vehicles or materials must complete a Buy America waiver to receive funds.

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

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

### **State Route 99**

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

State Route (SR) 99, also known as the backbone of California—is a major goods movement state highway connecting southern California to northern California through the major cities of the San Joaquin Valley. SR 99 is on the National Primary Freight Network and has higher than average truck volumes. Lack of capacity for SR 99 results in congestion, fatal accidents, and poor air quality. The Valley Voice delegation encourages Congress and the Administration to support robust federal investments for this critical corridor, including the SR 99 Corridor Plan, I-5 Freight ZERO Pilot Study, and California Inland Port Study.

### **Passenger Rail**

California is making significant investments in intercity passenger and commuter rail and supports new federal investments for rail included in the *Bipartisan Infrastructure Law* (P.L. 1117-58). Modernizing the

state's passenger rail system will reduce emissions by enabling more Californians to switch from driving and flying to traveling by clean, fast, and efficient rail service; open freight capacity to enhance the flow of goods from our fields and ports; connect regional economies (e.g., the Central Valley and the Coast), and sustain an innovative state economy that will help drive America's economic competitiveness. The Valley Voice delegation encourages Congress and the Administration to support federal investments that will enhance intercity passenger rail in the Central Valley, maintain short line rail corridors, and improve last-mile connectivity. We also support federal investments in our region's new inland ports to keep up with demand for goods movement.

### **Budget and Appropriations** **Community Project Funding Requests**

The Valley Voice delegation welcomes the restoration of Community Project Funding (CPF) and Congressionally Directed Spending (CDS) through the annual budget and appropriations process. We are grateful that lawmakers providing funding for the following local projects in the *Consolidated Appropriations Act, 2022* (P.L. 117-103)

- 1) \$2 million for the Merced County Courthouse Museum Facility Repairs project requested by Representative Costa on behalf of Merced County through the Transportation, Housing and Urban Development, and Related Agencies appropriations bill;
- 2) \$279,664 for the Water Plant Clarifier Replacement project requested by Representative Costa on behalf of the City of Dos Palos through the Interior, Environment, and Related Agencies appropriations bill;
- 3) \$950,000 for the Water Loop Line Completion project requested by Representative Costa, Senator Feinstein, and Senator Padilla on behalf of the City of Gustine through the Interior, Environment, and Related Agencies appropriations bill;
- 4) \$1.5 million for the North Lathrop Multi-Modal Transfer Station project requested by Representative McNerney on behalf of the San Joaquin Regional Rail Commission through the Transportation, Housing and Urban Development, and Related Agencies appropriations bill;
- 5) \$1.5 million for the ACE Locomotive Zero Emission Engine Conversion Project requested by Representative McNerney and Senator Padilla on behalf of the San Joaquin Regional Rail Commission through the Transportation, Housing and Urban Development, and Related Agencies appropriations bill; and
- 6) \$4.485 million for the Manteca Station Rider Safety Improvement and Station Modernization project requested by Representative Harder on behalf of the San Joaquin Regional Rail Commission.

The Valley Voice delegation appreciates that the House and Senate Appropriations Committees have also agreed to consider CPF and CDS requests submitted by Members of Congress in the FY 2023 appropriations cycle. We urge lawmakers to ensure that the following proposals from the Valley are ultimately funded in any final spending package agreed to by both chambers of Congress:

- 1) Stanislaus Council of Government seeking \$7 million for the State Route 132 West Project Phase 2 project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Harder/Padilla);
- 2) Merced County Association of Governments seeking \$3.86 million for the Yosemite Area Regional Transportation System (YARTS) Fleet Replacement Project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Costa);
- 3) San Joaquin Council of Governments seeking \$7 million for the State Route 99/120 Connector Project Phase 1B through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (McNerney/Harder/Feinstein);
- 4) San Joaquin Regional Rail Commission seeking \$1.5 million for the Rail Academy of Central California – Rail/Transit Workforce Development Program through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (McNerney);
- 5) San Joaquin Joint Powers Authority seeking \$1.65 million for the Amtrak Fresno Santa Fe Station project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Padilla);



- 6) San Joaquin Joint Powers Authority seeking \$2.1 million for the Amtrak Hanford Station project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Padilla);
- 7) Tri-Valley – San Joaquin Valley Regional Rail Authority seeking \$4 million to provide green hydrogen fuel for local bus transit operators in San Joaquin County through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Padilla);
- 8) Kings County Area Public Transit Agency seeking \$5 million for the Kings County Regional Multi-Modal Transit Center project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Valadao/Feinstein);
- 9) Fresno Economic Opportunities Commission seeking \$500,000 for the Local Conservation Corps Workforce Development Project through the Interior, Environment, and Related Agencies appropriations bill (Costa);
- 10) Madera County seeking \$1.95 million for the State Route 41 Expressway project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Costa);
- 11) City of Fresno – Airports Division seeking \$4.4 million for the FAT Runway 11L-29R Reconstruction Project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Costa);
- 12) City of Fresno – Airports Division seeking \$4.92 million for the FAT Remote Transmitter Receiver (RTR) Relocation Project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Feinstein/Padilla);
- 13) City of Fresno seeking \$4 million for the Tiny Homes Housing Solution project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Costa/Padilla); and
- 14) City of Fresno seeking \$5.616 million for the Electric Bus Purchase project through the Transportation, and Housing and Urban Development, and Related Agencies appropriations bill (Padilla).

### **Pending Federal Grant Applications**

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

- 1) The Madera County and Madera County Transportation Commission's application for \$25 million in RAISE funding for the \$51 million SR 41 Expressway project. This project would modernize a rural highway into a facility that provides safe and efficient regional traffic operations.
- 2) The Fresno Council of Government's application for RAISE planning funding for the California Inland Port project. Upon completion, the California Inland Port will be a multimodal network of integrated clean and highly efficient truck, rail, and cargo facilities that will underpin a next-generation ecosystem of goods movement and radically boost the economic competitiveness of California's economy.
- 3) The Kern Council of Government's applications for RAISE and MPDG funding for the Southwest U.S. Goods Movement Freeway Connector through Bakersfield on State Routes 58 & 99 project. This project would construct a connector from eastbound State Route 58 to northbound State Route 99, adding a ramp movement where none currently exists and building two bridges.
- 4) The San Joaquin Regional Rail Commission's application for \$25 million in RAISE funding for the North Lathrop Transfer Station and Lathrop Wye Project. This project will enable Altamont Corridor Express (ACE) passengers on trains traveling between Ceres/Merced and Sacramento to be able to transfer at the North Lathrop Station to ACE trains heading to Silicon Valley.
- 5) The San Joaquin Regional Rail Commission's application for \$66.7 million in MPDG funding for the \$133.4 million Union Pacific (Fresno Subdivision) Ceres to Turlock Double Tracking Project. This project will construct a new, second mainline track and complete track upgrades on a portion of the Union Pacific Railroad (UPRR) Fresno Subdivision between milepost (MP) 1117.4 in Ceres and MP 128.2 in Turlock, including culvert, under crossing, and at-grade crossing improvements.

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

DRAFT



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 7-A

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

---

**SUBJECT:**

Executive Minutes – July 20, 2022

**Enclosure:** Yes

**Action:** Approve July 20, 2022 meeting minutes

**SUMMARY:**

Attached are the Executive Minutes for the July 20, 2022, Policy Board Meeting.

**FISCAL IMPACT:**

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

# MADERA COUNTY TRANSPORTATION COMMISSION

---

## EXECUTIVE MINUTES

**Date:** July 20, 2022  
**Time:** 3:05 pm  
**Place:** Madera County Transportation Commission  
In person and Zoom

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

**Members Absent:** None

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

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

### 1. CALL TO ORDER

Chair Wheeler called the meeting to order, asked for roll call, and then turned the chair duties over to Vice Chair Palmer for the remainder of the meeting.

### 2. PLEDGE OF ALLEGIANCE

### 3. PUBLIC COMMENT

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

No public comment was received.

## MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

### 4. POLICY TRANSPORTATION CONSENT ITEMS

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

- A. Save the Date – Local Assistance Day  
**Action:** Information and Discussion Only
- B. FY 2022 Bridge Investment Program (BIP) Notice of Opportunity Call for Letters of Support  
**Action:** Information and Discussion Only
- C. Safe Streets and Roads for All (SS4A) Discretionary Grant Program authorized by the *Bipartisan Infrastructure Law* Call for Letters of Support  
**Action:** Information and Discussion Only
- D. Fiscal Year (FY) 2022 Railroad Crossing Elimination (RCE) Program Notice of Funding Opportunity (NOFO)  
**Action:** Information and Discussion Only

- E. Reconnecting Communities Pilot (RCP) Discretionary Grant Program authorized by the *Bipartisan Infrastructure Law* Call for Letters of Support  
**Action:** Information and Discussion Only
  
- F. FY 2023 Policy Advocacy Reimbursement Agreement  
**Action:** Information and Discussion Only
  
- G. State Legislative Update – July 2022  
**Action:** Information and Discussion Only
  
- H. Social Services Transportation Advisory Council (SSTAC) Updates  
**Action:** Information and Discussion Only
  
- I. Unmet Transit Needs FY 2022-23 Analysis and Recommendations Report  
**Action:** Approve Unmet Transit Needs FY 2022-23 Analysis and Recommendations Report
  
- J. 2022 Valley Voice – Washington D.C. Draft Legislative Platform  
**Action:** Information and Discussion Only
  
- K. CalSTA Draft Port and Freight Infrastructure Program Guidelines  
**Action:** Information and Discussion Only
  
- L. Continuation of Teleconferenced Meeting – Resolution 21-15 Amendment No. 10  
**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-15 No. 10

**Transportation Consent Calendar Action on Items A-L.**

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

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Frazer	Yes
Commissioner Poythress	Yes
Commissioner Gallegos	Yes
Vice Chair Plamer	Yes
Chairman Wheeler	Yes

Vote passed 6-0

**5. TRANSPORTATION ACTION/DISCUSSION ITEMS**

- A. Public Hearing: DRAFT Federal Transportation Improvement Program (FTIP), 2022 DRAFT Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), DRAFT Program Environmental Impact Report (PEIR) and DRAFT Corresponding Conformity Analysis

**Action:** Conduct Hearing.

Vice Chair Palmer opened the floor for public comments. No comments were received. Vice Chair Palmer closed the floor for public comments.

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

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

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

Roll call for votes:

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

Vote passed 6-0

**7. ADMINISTRATIVE CONSENT ITEMS**

- A. Executive Minutes – June 22, 2022

**Action:** Approve June 22, 2022, meeting minutes

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

**Action:** Accept TDA Compliance Audit Report: City of Chowchilla and County of Madera

- C. Transportation Development Act (LTF, STA) – FY 2022-23 Allocations, LTF Resolution 22-09, STA Resolution 22-10

**Action:** Approve Transportation Development Act (LTF, STA) – Fund Allocations, LTF Resolution 22-09, STA Resolution 22-10

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

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

Roll call for votes:

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

Vote passed 6-0

**8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

None

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

**9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS**

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

A. Measure T Citizens’ Oversight Committee Meeting

**Action:** Information and Discussion Only

B. Measure “T” Fund Compliance Audit Report for FY ending June 30, 2021: City of Chowchilla and County of Madera



**Action:** Accept Measure “T” Compliance Audit Report for FY ending June 30, 2021: City of Chowchilla and County of Madera

C. Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 10

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 10

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

Roll call for votes:

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

Vote passed 6-0

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

A. Public hearing: 2022 Measure T Renewal Investment Plan and Implementing Guidelines

**Action:** Conduct Public Hearing

Vice Chairman Palmer opened the floor for public comments. Comments in person, via zoom, and emails were heard. Hearing no other comments, Vice Chairman Palmer closed the public hearing at approximately 4:30 p.m.

B. Request call for special election, to be consolidated with the general election, by the Board of Supervisors: approve Measure T Renewal Investment Plan and Implementing Guidelines; and request extension of the Authority’s term – Resolution 2022-03

**Action:**

All public comments from item 10(A) were incorporated. Vice Chairman Palmer opened the floor for public comments. No additional comments in person, via zoom, and emails were made. Upon motion by Commissioner Poythress, second by Commissioner Rodriguez to approve Resolution 2022-03, requesting a call for a special election by the Board of Supervisors on a retail transaction and use tax ordinance, consolidation of the election with statewide

general election to be held on November 8, 2022, approving the 2022 Measure T Renewal Investment Plan and Implementing Guidelines, and requesting the extension of the Authority’s term and certain related matters. A vote was called, and the motion carried.

Roll call for votes:

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

Vote passed 6-0

C. Consider Introduction, First Reading of an Ordinance – Before the Madera County Transportation Authority Ordinance No. 2022-01

**Action:**

All public comments from item 10(A) were incorporated. Vice Chairman Palmer opened the floor for public comments. No additional comments in person, via zoom, and emails were made. Hearing no comments, Vice Chairman Palmer closed public comment. Upon motion by Commissioner Rodriguez, seconded by Commissioner Gallegos to waive reading and Approve Ordinance No. 2022-01, as introduced by its title. A vote was called, and the motion carried.

Roll call for votes:

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

Vote passed 6-0

D. Amend Contract- Measure T Renewal Implementation Plan

**Action:** Vice Chairman Palmer opened the floor for public comments. No comments in person, via zoom, and emails were made. Upon motion by Commissioner Poythress, seconded by Commissioner Rodriguez to approve amended Contract with VRPA Technologies. A vote was called, and the motion carried.

Roll call for votes:

- Commissioner Rodriguez            Yes
- Commissioner Poythress            Yes

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

## OTHER ITEMS

### 11. MISCELLANEOUS

#### A. Items from Staff

Patricia Taylor, Executive Director, provided the following comments:

- Please review Item 4-G Legislative Update. There is good news there on an item we have been following.
- Thanked her staff for working above and beyond on the various documents that were presented during today's meeting.

#### B. Items from Caltrans

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

#### C. Items from Commissioners

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

### 12. CLOSED SESSION

None

### 13. ADJOURNMENT

Meeting adjourned at 5:15 pm.

Next meeting scheduled for Wednesday, August 31, 2022

Respectfully Submitted,



Patricia S. Taylor  
Executive Director  
Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 7-B

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

---

**SUBJECT:**

Transportation Development Act (TDA) Fund Compliance Audit Report for Fiscal Year ended June 30, 2021: City of Madera

**Enclosure:** Yes

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

**SUMMARY:**

MCTC has received the Fund Compliance Report for Transportation Development Act (TDA) allocations for the Fiscal Year ended June 30, 2021, for the City of Madera. This report was done in accordance with Section 99245 of the Public Utilities Code by Price, Paige, and Company.

We are pleased to report that there are no adverse findings.

**FISCAL IMPACT:**

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

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

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

**FOR THE YEARS ENDED  
JUNE 30, 2021 AND 2020**

**CITY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
JUNE 30, 2021 AND 2020**

TABLE OF CONTENTS

	<u>Page</u>
INDEPENDENT AUDITOR'S REPORT .....	1
FINANCIAL STATEMENTS:	
FUND FINANCIAL STATEMENTS:	
BALANCE SHEET – GOVERNMENTAL FUNDS.....	4
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES – GOVERNMENTAL FUNDS.....	6
STATEMENT OF NET POSITION – PROPRIETARY FUND – LOCAL TRANSIT FUND .....	8
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION – PROPRIETARY FUND – LOCAL TRANSIT FUND .....	9
STATEMENT OF CASH FLOWS – PROPRIETARY FUND – LOCAL TRANSIT FUND .....	10
NOTES TO THE FINANCIAL STATEMENTS .....	11
REQUIRED SUPPLEMENTARY INFORMATION:	
BUDGETARY COMPARISON SCHEDULE – STREET CONSTRUCTION SPECIAL REVENUE FUND.....	20
BUDGETARY COMPARISON SCHEDULE – INTERMODAL BUILDING OPERATIONS SPECIAL REVENUE FUND.....	21
NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION .....	22
COMPLIANCE REPORT:	
INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH <i>GOVERNMENT AUDITING STANDARDS</i> AND RULES AND REGULATIONS OF THE TRANSPORTATION DEVELOPMENT ACT.....	25

## INDEPENDENT AUDITOR'S REPORT

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

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

We have audited the accompanying financial statements of the Transportation Development Act Funds (TDA Funds) of the City of Madera, California (the City), as of and for the years ended June 30, 2021 and 2020, and the related notes to the financial statements, which collectively comprise the TDA Funds' financial statements as listed in the table of contents.

### ***Management's Responsibility for the Financial Statements***

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

### ***Auditor's Responsibility***

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

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

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



## **Opinions**

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the TDA Funds of the City, as of June 30, 2021 and 2020, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

## **Emphasis of Matter**

As discussed in Note 1, the financial statements present only the TDA Funds of the City and do not purport to, and do not present fairly the financial position of the City as of June 30, 2021 and 2020, the changes in its financial position, or its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

## **Other Matters**

### ***Required Supplementary Information***

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

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

## **Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our report dated August 19, 2022, on our consideration of the City's internal control over financial reporting as it relates to the TDA Funds and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering City's internal control over financial reporting and compliance as it relates to the TDA Funds.

*Price Pange & Company*

Clovis, California  
August 19, 2022

## FINANCIAL STATEMENTS

**CITY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
BALANCE SHEET  
GOVERNMENTAL FUNDS  
JUNE 30, 2021**

Item 7-7-B.

	Special Revenue Funds		
	Street Construction	Intermodal Building Operations	Total
<b>ASSETS</b>			
Prepaid expenses	\$ 3,957	\$ -	\$ 3,957
Due from local government agencies	2,435,533	54,294	2,489,827
Total assets	\$ 2,439,490	\$ 54,294	\$ 2,493,784
<b>LIABILITIES</b>			
Accounts payable	\$ 1,711,602	\$ 1,360	\$ 1,712,962
Salaries payable	-	129	129
Due to General Fund	259,537	26,827	286,364
Total liabilities	1,971,139	28,316	1,999,455
<b>DEFERRED INFLOWS OF RESOURCES</b>			
Unavailable revenue	1,640,000	-	1,640,000
Total deferred inflows of resources	1,640,000	-	1,640,000
<b>FUND BALANCES</b>			
Nonspendable	3,957	-	3,957
Restricted	(1,175,606)	25,978	(1,149,628)
Total fund balances	(1,171,649)	25,978	(1,145,671)
Total liabilities and fund balances	\$ 2,439,490	\$ 54,294	\$ 2,493,784

The accompanying notes are an integral part of this statement.

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

Item 7-7-B.

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

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
STATEMENT OF REVENUES, EXPENDITURES AND  
CHANGES IN FUND BALANCES  
GOVERNMENTAL FUNDS  
FOR THE YEAR ENDED JUNE 30, 2021**

	Special Revenue Funds		Total
	Street Construction	Intermodal Building Operations	
<b>REVENUES</b>			
Local transportation funds	\$ 966,120	\$ -	\$ 966,120
Aid from other governmental agencies	-	22,417	22,417
Building rents and leases	-	30,310	30,310
Utility reimbursements	-	58,243	58,243
<b>Total revenues</b>	<u>966,120</u>	<u>110,970</u>	<u>1,077,090</u>
<b>EXPENDITURES</b>			
Street and road maintenance	2,118,459	-	2,118,459
Intermodal building improvements	-	37,218	37,218
Administrative	1,009	64,452	65,461
<b>Total expenditures</b>	<u>2,119,468</u>	<u>101,670</u>	<u>2,221,138</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(1,153,348)</u>	<u>9,300</u>	<u>(1,144,048)</u>
<b>OTHER FINANCING SOURCES (USES)</b>			
Transfers out	(512,000)	(11,693)	(523,693)
<b>Total other financing sources (uses)</b>	<u>(512,000)</u>	<u>(11,693)</u>	<u>(523,693)</u>
Change in fund balances	(1,665,348)	(2,393)	(1,667,741)
Fund balances - beginning	493,699	28,371	522,070
Fund balances - ending	<u>\$ (1,171,649)</u>	<u>\$ 25,978</u>	<u>\$ (1,145,671)</u>

The accompanying notes are an integral part of this statement.

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

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

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**STATEMENT OF NET POSITION**  
**PROPRIETARY FUND – LOCAL TRANSIT FUND**  
**JUNE 30, 2021 AND 2020**

	<u>2021</u>	<u>2020</u>
<b>ASSETS</b>		
Current assets:		
Due from local governmental agencies	\$ 631,688	\$ 1,754,706
Prepaid expenses	<u>952</u>	<u>26</u>
Total current assets	<u>632,640</u>	<u>1,754,732</u>
Noncurrent assets:		
Capital assets, not depreciated	320,500	320,500
Capital assets, net of accumulated depreciation	<u>8,154,645</u>	<u>8,166,454</u>
Total noncurrent assets	<u>8,475,145</u>	<u>8,486,954</u>
Total assets	<u>9,107,785</u>	<u>10,241,686</u>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>		
Deferred outflow of resources related to pensions	<u>110,680</u>	<u>113,508</u>
Total deferred outflows of resources	<u>110,680</u>	<u>113,508</u>
<b>LIABILITIES</b>		
Current liabilities:		
Accounts payable	15,697	304,679
Salaries payable	11,747	5,087
Due to General Fund	529,788	1,439,092
Compensated absences, due within one year	<u>14,997</u>	<u>16,064</u>
Total current liabilities	<u>572,229</u>	<u>1,764,922</u>
Noncurrent liabilities:		
Compensated absences, due in more than one year	12,369	4,900
Net pension liability	<u>469,936</u>	<u>465,236</u>
Total noncurrent liabilities	<u>482,305</u>	<u>470,136</u>
Total liabilities	<u>1,054,534</u>	<u>2,235,058</u>
<b>DEFERRED INFLOWS OF RESOURCES</b>		
Deferred inflows of resources related to pensions	<u>32,377</u>	<u>35,779</u>
Total deferred inflows of resources	<u>32,377</u>	<u>35,779</u>
<b>NET POSITION</b>		
Net investment in capital assets	8,475,145	8,486,954
Unrestricted (deficit)	<u>(343,591)</u>	<u>(402,597)</u>
Total net position	<u>\$ 8,131,554</u>	<u>\$ 8,084,357</u>

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION**  
**PROPRIETARY FUND – LOCAL TRANSIT FUND**  
**FOR THE YEAR ENDED JUNE 30, 2021 AND 2020**

	<u>2021</u>	<u>2020</u>
Operating revenues:		
Charges for services	\$ -	\$ 120,138
Other	<u>16,750</u>	<u>-</u>
Total operating revenues	<u>16,750</u>	<u>120,138</u>
Operating expenses:		
Salaries and benefits	302,793	251,853
General and administrative	1,553,132	1,811,275
Vehicle supplies and maintenance	142,254	165,918
Depreciation	<u>424,873</u>	<u>174,743</u>
Total operating expenses	<u>2,423,052</u>	<u>2,403,789</u>
Operating income (loss)	<u>(2,406,302)</u>	<u>(2,283,651)</u>
Nonoperating revenues (expenses):		
Interest income	768	2,780
Operating grants	907,308	2,930,377
Gain (loss) on disposal of property	135,300	-
Capital grants	<u>1,408,108</u>	<u>2,524,414</u>
Total nonoperating revenues (expenses)	<u>2,451,484</u>	<u>5,457,571</u>
Income (loss) before capital contributions and transfers	<u>45,182</u>	<u>3,173,920</u>
Capital contributions	82,613	298,731
Transfers out	<u>(80,598)</u>	<u>(57,000)</u>
Change in net position	47,197	3,415,651
Net position - beginning	<u>8,084,357</u>	<u>4,668,706</u>
Net position - ending	<u>\$ 8,131,554</u>	<u>\$ 8,084,357</u>

The accompanying notes are an integral part of this statement.



**CITY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
STATEMENT OF CASH FLOWS  
PROPRIETARY FUND – LOCAL TRANSIT FUND  
FOR THE YEAR ENDED JUNE 30, 2021 AND 2020**

	2021	2020
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>		
Receipts from customers and users	\$ -	\$ 120,138
Payments to suppliers	(1,985,294)	(2,286,262)
Payments to employees	(285,605)	(239,364)
Receipts from other operating activities	16,750	-
Net cash provided by (used for) operating activities	(2,254,149)	(2,405,488)
<b>CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES</b>		
Transfers from (to) other funds	(80,598)	(57,000)
Due from (to) other funds	(909,304)	(62,464)
Operating grants	2,030,326	3,334,851
Net cash provided by (used for) noncapital financing activities	1,040,424	3,215,387
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES</b>		
Capital grants	1,408,108	2,524,414
Acquisition and construction of capital assets	(330,451)	(3,337,093)
Proceeds from the sale of assets	135,300	-
Net cash (used for) capital and related financing activities	1,212,957	(812,679)
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>		
Interest on investments	768	2,780
Net cash provided by (used for) investing activities	768	2,780
Net increase (decrease) in cash and cash equivalents	-	-
Cash and cash equivalents - beginning	-	-
Cash and cash equivalents - ending	\$ -	\$ -
<b>Reconciliation of operating income (loss) to net cash provided by (used for) operating activities:</b>		
Operating income (loss)	\$ (2,406,302)	\$ (2,283,651)
Adjustments to reconcile net operating income (loss) to net cash provided by (used for) operating activities:		
Depreciation	424,873	174,743
(Gain) loss on disposal of capital assets		
Changes in assets and liabilities:		
(Increase) decrease in prepaid expenses	(926)	(26)
(Increase) decrease in deferred outflows of resources from pensions	2,828	11,106
Increase (decrease) in accounts payable	(288,982)	(309,043)
Increase (decrease) in salaries payable	6,660	(4,439)
Increase (decrease) in deferred inflows of resources from pensions	(3,402)	(4,534)
Increase (decrease) in net pension liability	4,700	11,148
Increase (decrease) in compensated absences	6,402	(792)
Net cash provided by (used for) operating activities	\$ (2,254,149)	\$ (2,405,488)
<b>Noncash investing, capital, and financing activities:</b>		
Developer and other capital contributions	\$ 82,613	\$ 298,731

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**JUNE 30, 2021 AND 2020**

Item 7-7-B.

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

**Description of Reporting Entity**

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

**Basis of Accounting and Measurement Focus**

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

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

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

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

**Fund Accounting**

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

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

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

**CITY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021 AND 2020**

Item 7-7-B.

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**Capital Assets**

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

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

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

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

**Transfers Between Funds**

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

**Net Position**

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

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

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

CITY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021 AND 2020

Item 7-7-B.

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**Fund Balance Classification**

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

Nonspendable

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

Restricted

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

Committed

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

Assigned

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

Unassigned

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

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

**CITY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021 AND 2020**

Item 7-7-B.

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

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

**Government Fund Type**

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

**Proprietary Fund Type**

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

**Use of Estimates**

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

**Due from Local Governmental Agencies**

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

**Payables**

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

**Unearned Revenue**

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

**Due to General Fund**

These amounts resulted from temporary reclassifications made at June 30, 2021 to cover cash shortfalls.

**CITY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021 AND 2020**

Item 7-7-B.

**NOTE 2 – CASH AND INVESTMENTS**

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

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

City-wide information concerning cash and investments for the years ended June 30, 2021 and 2020, including authorized investments, custodial credit risk, credit and interest rate risk for debt securities and concentration of investments, carrying amount and market value of deposits and investments, may be found in the notes to the City's Financial Statements.

**NOTE 3 – CAPITAL ASSETS**

A summary of capital assets for the year ended June 30, 2021 is as follows:

	Balance 6/30/2020	Additions	Deletions	Balance 6/30/2021
Capital assets not being depreciated:				
Land	\$ 320,500	\$ -	\$ -	\$ 320,500
Total capital assets not being depreciated:	320,500	-	-	320,500
Capital assets being depreciated:				
Buildings and improvements	66,737	-	-	66,737
Equipment	10,241,942	413,064	(562,683)	10,092,323
Total capital assets being depreciated	10,308,679	413,064	(562,683)	10,159,060
Less accumulated depreciation for:				
Buildings and improvements	75,175	123,747	-	198,922
Infrastructure	-	66,279	-	66,279
Equipment	2,067,050	234,847	(562,683)	1,739,214
Total accumulated depreciation	2,142,225	424,873	(562,683)	2,004,415
Business-type activities capital assets, net	\$ 8,486,954	\$ (11,809)	\$ -	\$ 8,475,145

**CITY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021 AND 2020**

Item 7-7-B.

**NOTE 3 – CAPITAL ASSETS (Continued)**

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

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

For the years ended June 30, 2021 and 2020, depreciation expense was \$424,873 and \$174,743, respectively.

**NOTE 4 – DEFERRED OUTFLOWS/INFLOWS OF RESOURCES**

In addition to assets, the statement of net position and balance sheet will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position or fund balance that applies to (a) future period(s) and thus, will not be recognized as an outflow of resources (expense/expenditure) until then. Deferred outflows of resources reported in the proprietary funds for the years ended June 30, 2021 and 2020 was \$110,680 and \$113,508, respectively, are related to contributions to the pension plan.

In addition to liabilities, the statement of net position and balance sheet will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position or fund balance that applies to (a) future period(s) and, as such, will not be recognized as an inflow of resources (revenue) until that time. Deferred inflows of resources in the proprietary funds for the years ended June 30, 2021 and 2020 was \$32,377 and \$35,779, respectively, are related to the pension plan. Deferred inflows of resources in the governmental funds for the years ended June 30, 2021 and 2020 was \$1,640,000 and \$0, respectively, are related to unavailable revenues.

**CITY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021 AND 2020**

Item 7-7-B.

**NOTE 5 – PENSION PLANS**

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

**NOTE 6 – FARE REVENUE RATIO**

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

The calculation of the fare revenue ratio for Madera Metro and Dial-A-Ride (DAR) is as follows for the year ended June 30, 2021:

	Madera Metro	DAR	Total
Fares:	\$ -	\$ -	\$ -
Total fares	-	-	-
Operating costs	1,333,902	754,157	2,088,059
Less depreciation and capital outlay	(80,615)	(70,365)	(150,980)
Net operating costs	\$ 1,253,287	\$ 683,792	\$ 1,937,079
Fare revenue ratio	<u>0.0%</u>	<u>0.0%</u>	

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

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

As of April 16, 2020, the City eliminated fares due to COVID-19, which therefore had an impact on fare collections. Although the City is required to maintain a fare revenue ratio of 15%, Assembly Bill 90 waived the fare revenue ratio penalty for operators not meeting the ratio requirement for the fiscal years ending June 30, 2021 and 2020.



**CITY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021 AND 2020**

Item 7-7-B.

**NOTE 7 – PUBLIC TRANSPORTATION MODERNIZATION IMPROVEMENT AND SERVICE ENHANCEMENT ACCOUNT (PTMISEA)**

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

During the fiscal year ended June 30, 2021 and 2020, the TDA Funds had PTMISEA expenditures of \$0 and \$557,904, respectively. During the fiscal year ended June 30, 2021 and 2020, the City received PTMISEA funds of \$0 and \$557,904, respectively.

**NOTE 8 – CONTINGENCY**

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

REQUIRED SUPPLEMENTARY INFORMATION

**CITY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
BUDGETARY COMPARISON SCHEDULE  
STREET CONSTRUCTION SPECIAL REVENUE FUND  
FOR THE YEAR ENDED JUNE 30, 2021**

	<u>Budgeted Amounts</u>		<u>Actual</u>	<u>Variance with Final Budget</u>
	<u>Original</u>	<u>Final</u>		
<b>REVENUES</b>				
Local transportation funds	\$ 749,919	\$ 749,919	\$ 966,120	\$ 216,201
Total revenues	<u>749,919</u>	<u>749,919</u>	<u>966,120</u>	<u>216,201</u>
<b>EXPENDITURES</b>				
Local transportation funds	294,645	4,024,464	2,118,459	1,906,005
Administrative	<u>888</u>	<u>888</u>	<u>1,009</u>	<u>(121)</u>
Total expenditures	<u>295,533</u>	<u>4,025,352</u>	<u>2,119,468</u>	<u>1,905,884</u>
Excess (deficiency) of revenues over (under) expenditures	<u>454,386</u>	<u>(3,275,433)</u>	<u>(1,153,348)</u>	<u>2,122,085</u>
<b>OTHER FINANCING SOURCES (USES)</b>				
Transfers out	<u>(512,000)</u>	<u>(512,000)</u>	<u>(512,000)</u>	<u>-</u>
Total other financing sources (uses)	<u>(512,000)</u>	<u>(512,000)</u>	<u>(512,000)</u>	<u>-</u>
Net change in fund balance	<u>\$ (57,614)</u>	<u>\$ (3,787,433)</u>	(1,665,348)	<u>\$ 2,122,085</u>
Fund balance - beginning			<u>493,699</u>	
Fund balance - ending			<u>\$ (1,171,649)</u>	

**CITY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
BUDGETARY COMPARISON SCHEDULE  
INTERMODAL BUILDING OPERATIONS SPECIAL REVENUE FUND  
FOR THE YEAR ENDED JUNE 30, 2021**

	<u>Budgeted Amounts</u>		<u>Actual</u>	<u>Variance with Final Budget</u>
	<u>Original</u>	<u>Final</u>		
<b>REVENUES</b>				
Local transportation funds	\$ 65,000	\$ 65,000	\$ -	\$ (65,000)
Aid from other governmental agencies	65,000	65,000	22,417	(42,583)
Building rents and leases	-	-	30,310	30,310
Utility reimbursements	-	-	58,243	58,243
<b>Total revenues</b>	<u>130,000</u>	<u>130,000</u>	<u>110,970</u>	<u>(19,030)</u>
<b>EXPENDITURES</b>				
Intermodal building improvements	37,893	37,893	37,218	675
Administrative	70,631	70,631	64,452	6,179
<b>Total expenditures</b>	<u>108,524</u>	<u>108,524</u>	<u>101,670</u>	<u>6,854</u>
Excess (deficiency) of revenues over (under) expenditures	<u>21,476</u>	<u>21,476</u>	<u>9,300</u>	<u>(12,176)</u>
<b>OTHER FINANCING SOURCES (USES)</b>				
Transfers out	<u>(244)</u>	<u>244</u>	<u>(11,693)</u>	<u>(11,937)</u>
<b>Total other financing sources (uses)</b>	<u>(244)</u>	<u>1,640,244</u>	<u>(11,693)</u>	<u>(11,937)</u>
Net change in fund balance	<u>\$ 21,232</u>	<u>\$ 1,661,720</u>	<u>(2,393)</u>	<u>\$ (24,113)</u>
Fund balance - beginning			<u>28,371</u>	
Fund balance - ending			<u>\$ 25,978</u>	

**CITY OF MADERA, CALIFORNIA  
 TRANSPORTATION DEVELOPMENT ACT FUNDS  
 NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION  
 FOR THE YEAR ENDED JUNE 30, 2021**

**NOTE 1 – BUDGETARY INFORMATION**

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

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

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

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

**NOTE 2 – EXCESS OF EXPENDITURES OVER APPROPRIATIONS**

As of June 30, 2021, expenditures exceeded appropriations in individual funds as follows:

<u>Appropriations Category</u>	<u>Excess Expenditures</u>
Street Construction:	
Administrative	\$ 121

COMPLIANCE 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 AND RULES  
 AND REGULATIONS OF THE TRANSPORTATION DEVELOPMENT ACT

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

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Transportation Development Act Funds (TDA Funds) of the City of Madera, California (the City), as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the TDA Funds' financial statements, and have issued our report thereon dated August 19, 2022.

### Internal Control Over Financial Reporting

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

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

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

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



## Compliance and Other Matters

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

## Purpose of this Report

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

*Price Pange & Company*

Clovis, California  
August 19, 2022



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 7-C

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

---

**SUBJECT:**

Transportation Development Act (STA) – Apportionment, Resolution 22-06 Amendment No. 1

**Enclosure:** Yes

**Action:** Approve Resolution 22-06 Amendment No. 1

**SUMMARY:**

The State Controller’s Office has revised the estimate for STA allocations available for FY 2022-23. The revised amount allocated to Madera is \$1,989,663, an increase of \$465,476 from the original estimate. Staff will request that the local agencies amend their 2022-23 STA applications.

**FISCAL IMPACT:**

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

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

In the matter of  
**APPORTIONMENT OF FY 2022-23  
STATE TRANSIT ASSISTANCE FUND**

Resolution No.: **22-06**  
**Amendment No. 1**

**WHEREAS,** the Mills-Alquist-Deddeh Act of 1979 established a State Transit Assistance Fund for each transportation planning agency in California; and

**WHEREAS,** the California State Legislature has allocated \$958,789,000 in 2022-23 for the State Transit Assistance Fund; and

**WHEREAS,** the 2022-23 revised estimate for the State Transit Assistance Fund is \$1,989,663 for Madera County; and

**WHEREAS,** the County of Madera, City of Madera, and City of Chowchilla expends Transportation Development Act Funds for various transportation purposes; and

**WHEREAS,** the County of Madera has entered into an agreement, Agreement No. 5686-C-96) - May 21, 1996, with the City of Chowchilla for annexation of State Prison Facilities to the City of Chowchilla, per A.B. No. 1997 – an act to add Section 56111.12 to the Government Code, and to amend Section 99231 of the Public Utilities Code, relating to annexation, and declaring the urgency thereof, to take effect immediately; and

**WHEREAS,** Agreement No. 5686-C-96 states the County of Madera and the City of Chowchilla agree that the County shall be entitled to receive from Chowchilla a sum equal to the sum of the revenues from all existing revenue sources attributable to the prison territory, including, but not necessarily limited to, Transportation Development Act Funds, federal funds, Measure “T” Sales and Use Tax Ordinance Funds, and Sales and Use Tax Revenues generated from taxable sales and uses within the prison territory; and

**WHEREAS,** the California Department of Finance has provided information that the January 31, 2022 population housed in the two state prison facilities is 5,116; and

**WHEREAS,** the populations of the County and the City of Chowchilla have been adjusted to reflect the new DOF (E-1) population report dated August 1, 2022, adjustments are as follows:

**Calculation of Madera County and City of Chowchilla**

**Population per 05/02/22 DOF**

	DOF(E-1) Population 05/02/22	DOF Prison Population	Adjusted Populations
Chowchilla	18,851	(5,116)	13,735
County	72,702	5,116	77,818

**WHEREAS,** the County of Madera, City of Chowchilla, and City of Madera have requests for 2022-23 allocations,

Member	DOF (E-1) Population 05/02/22	Percent		PUC 99313 Allocation	PUC 99314 Allocation	Total Allocation
Chowchilla	13,735	8.73%		\$168,033	\$44,139	\$212,172
Madera	65,843	41.83%		\$805,520	\$14,288	\$819,808
County	77,818	49.44%		\$952,021	\$5,662	\$957,683
Totals	157,396	100.00%		\$1,925,574	\$64,089	\$1,989,663

**BE IT FURTHER RESOLVED,** that the Madera County Transportation Commission will not accept claims from these three entities for transportation planning or mass transportation purposes unless the California State Legislature allocates funds to the State Transit Assistance fund.

The foregoing resolution was adopted this 31<sup>st</sup> day of August 2022 by the following vote:

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

---

Chairman, Madera County Transportation Commission

---

Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 8-A

**PREPARED BY:** Patricia Taylor, Executive Director

---

**SUBJECT:**

September MCTC Policy Board Meeting date change to September 28, 2022

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

This staff report is a friendly reminder that the originally scheduled **MCTC Policy Board meeting** for Wednesday, September 21, 2022, has been rescheduled to **Wednesday, September 28, 2022, at 3:00pm.**

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 8-B

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

---

**SUBJECT:**

FY 2022-23 Overall Work Program & Budget (OWP) – Amendment No. 1

**Enclosure:** Yes

**Action:** Approve OWP & Budget – Amendment No. 1

**SUMMARY:**

Included in your package is Amendment No.1 of the FY 2022-23 Overall Work Program & Budget. The revised Budget is \$2,426,661 (increase of \$249,848 from original budget). The amendment reflects changes due to the following:

- Higher than expected health insurance costs;
- Creation of the Administrative Analyst II position and promotion of an employee to the position;
- Recognition of recent Board actions regarding the contract amendments for the Executive Director and the Measure T Renewal consultant;
- Actual carryover of budgeted contract expenditures from FY 2021-22;
- Carryover of unspent grant apportionments;
- Adjustment for actual costs incurred versus budgeted costs;
- Recognition of higher than anticipated grant revenue;
- Adjustments in the assigned work hours for some of the work elements; and
- Carryover of two work elements from FY 2021-22.

The amendment is recognized in the following accounts:

Revenues – (Increase \$249,848)

- FHWA – increase \$15,120
- FHWA PL Carryover – increase \$79,160
- FTA 5303 – decrease \$5,603
- FTA 5303 Carryover – decrease \$4,262
- SB-1 Sustainable Communities Grant 22-23 – increase \$3,332
- SB-1 Sustainable Communities Grant Carryover 21-22 – increase \$12,922
- SB-1 Sustainable Communities Grant Carryover 20-21 – increase \$15,456
- SJV REAP Housing – increase \$7,323

- TDA Carryover – decrease \$1,029
- Member Assessment Fees – increase \$1,645
- MCTA Carryover – decrease \$9,786
- MCTA – increase \$135,570

Salaries & Benefits – (Increase \$8,467)

- Salaries – increase \$4,810
- ICMA 401(a) – increase \$722
- FICA, Employer – increase \$440
- Medicare – increase \$69
- Worker’s Compensation – decrease \$1,374
- Health – increase \$3,800

Indirect Costs – (Increase \$1,000)

- Computer Software – increase \$1,000
- Rent – decrease \$1,000
- Telephone/Internet/Website – increase \$1,000

Other Direct Costs – (Increase \$240,381)

- Air Quality Consultant – increase \$1,000
- Consultant (SB-1 Planning Grant) – increase \$31,396
- Consultant (Public Outreach Coordination) – increase \$46,932
- Consultant (Regional Housing Program) – increase \$23,720
- Consultant (Measure Renewal) – increase \$119,841
- Consultant (Lobbying & Intergovernmental) – increase \$3,000
- MCTA Conference/Travel – increase \$2,500
- Other MCTA Costs – increase \$4,000
- Other TDA Admin Costs – decrease \$5,000
- RTP EIR – increase \$10,392
- Traffic Model & GIS Support – increase \$1,500
- Traffic Monitoring Program – increase \$1,100

The amendment is reflected in all the OWP Work Elements. Two carryover work elements were also added, WE 150.1 and WE 905.2.

**FISCAL IMPACT:**

The 2022-23 Overall Work Program and Budget will increase by \$249,848.





# OVERALL WORK PROGRAM Fiscal Year 2022-2023

Amendment No. 1

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

## Regional Transportation Planning

---

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

102 Regional Housing Planning Program

103 Zero Emission Vehicle Readiness and Implementation Plan

104 Oakhurst Multi-modal Mobility Study

905.2 Project Prioritization Study

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

---

### Objective

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

### Discussion

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

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

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

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

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

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

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

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

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

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

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

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

### Performance Monitoring Measures

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

### California Planning Emphasis Areas

#### *Performance Management*

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

summarized here:

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

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

- PM 1: HSIP and Safety Performance
- PM 2: Pavement and Bridge Condition Performance
- PM 3: System Performance/Freight/CMAQ Performance

### Previous Work

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

### Product

1. Final 2022 RTP/SCS, including:

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

## Tasks

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

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

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

FTE: .59

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

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	5,780	RTP EIR (Consultant)	30,392
MCTA		RTP/SCS Development (Consultant)	20,000
FHWA-PL	44,612		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	50,392	Subtotal	50,392
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	21,412	Direct Wages/Benefits plus Indirect:	186,680
MCTA			
FHWA-PL	165,268		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	186,680		
Total:	237,072	Total:	237,072



## Work Element 102 Regional Housing Planning Program

---

### Objective

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

### Discussion

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

Regional Early Action Planning (REAP):

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

Local Early Action Planning (LEAP) Grants:

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

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

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

Regional Housing Needs Assessment (RHNA) Plan:

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

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

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

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

### Previous Work

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

### Product

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

### Tasks

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

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

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

FTE: .04

102 Regional Housing Planning Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	223,720
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP	223,720		
Subtotal	223,720	Subtotal	223,720
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	12,256
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other - REAP	12,256		
Subtotal	12,256		
Total:	235,976	Total:	235,976

## Work Element 103 Zero-Emission Vehicle Readiness and Implementation Plan

---

### Objective

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

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

### Discussion

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

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

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

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

### Previous Work

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

## Product

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

## Tasks

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

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

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

	Total	100%
--	-------	------

FTE: .02

*103 Zero-Emission Vehicle Readiness and Implementation Plan*

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	10,013	Consultant	87,297
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 21-22	77,284		
Subtotal	87,297	Subtotal	87,297
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	667	Direct Wages/Benefits plus Indirect:	5,819
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 21-22	5,152		
Subtotal	5,819		
Total:	93,116	Total:	93,116

## Work Element 104 Oakhurst Multi-modal Mobility Study

---

### Objective

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

### Discussion

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

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

The Plan will help to offer additional or improved modal choices in Oakhurst furthering the goals of the Madera County RTP/SCS to advance safe, healthy, and sustainable travel and reducing vehicle generated greenhouse gas emissions.

The Plan will draw from the Caltrans Smart Mobility Framework to help guide effective improvements in the study area with a focus on efficient network management, increased multimodal choices, appropriate speed suitability, better accessibility and connectivity, and fostering equity equitable decision making able to meet the needs of all community members.

Populations in this area of Madera County are burdened by many factors where the average rate is in the lowest 25<sup>th</sup> percentile of all state census tracts. These include persons living above poverty level, unemployment, active commute rate, access to parks, exposure to Ozone and contaminated drinking water. This plan will outline where transportation investments and strategies can improve these conditions on a public health and economic opportunity level. Providing better access to economic opportunity is a critical component to serving disadvantaged communities. The proposed project area is home to many employment, health, shopping, education and services serving a large number of Eastern Madera County residents.



This project will combine stakeholder engagement and a range of analytical techniques to identify practical strategies for developing mobility projects in Oakhurst along SR 41 and 49.

### Previous Work

New Project

### Product

1. Existing Conditions Report
2. Public Outreach Report
3. Strategies Report
4. Final Study

### Tasks

Task	Description and Responsible Party	% of Work
104.1	<p>Project Initiation</p> <ul style="list-style-type: none"> <li>• Release Request for Proposals</li> <li>• Retain Consultant</li> <li>• Finalize Study Scoping</li> </ul> <p>Responsible Party: MCTC Staff (January 2023 to February 2023)</p>	2%
104.2	<p>Project Management</p> <ul style="list-style-type: none"> <li>• MCTC to hold bi-weekly meetings with Study development team</li> <li>• MCTC to provide Caltrans with quarterly reports</li> <li>• MCTC to provide Caltrans with monthly or quarterly invoices</li> </ul> <p>Responsible Party: MCTC Staff (January 2023 to December 2023)</p>	3%
104.3	<p>Stakeholder Working Group</p> <p>A stakeholder working group will be formed to provide input into the development of the Study. Invitations for participation in this group will go to local agency staffs, tribal governments, transportation providers, local residents and business representatives, Caltrans staff, and other potential stakeholders. The representatives will have an opportunity to engage in the Study development as a group and individually as necessary. The group will gather collaboratively periodically though the Study development.</p> <ul style="list-style-type: none"> <li>• Form Stakeholder Working Group</li> <li>• Meet periodically with working group</li> </ul>	10%

	<ul style="list-style-type: none"> <li>Meet with individual working group members as needed</li> </ul> <p>Responsible Party: MCTC Staff, Consultant (March 2023 to September 2023)</p>	
104.4	<p>Assess Existing Conditions</p> <p>This task will assess the current state of travel within the project area including regional characteristics, state of existing facilities, current travel behavior, and existing planning environment.</p> <ul style="list-style-type: none"> <li>Regional characteristics</li> <li>Existing facilities</li> <li>Existing travel conditions</li> <li>Planned improvements</li> </ul> <p>Responsible Party: MCTC Staff, Consultant (March 2023 to April 2023)</p>	15%
104.5	<p>Community Engagement</p> <p>This task will use outreach to establish community perspective. The task will engage the Oakhurst community through a variety of measures including in-person workshops, online tools, surveys, focused interviews, or other tactics as recommended by the consultant. Outreach activities conducted during the course of the Study will be documented and the results will be used to inform the direction of the Study goals and recommendations. An Outreach report will be prepared outlining all activities useful for the Study development.</p> <ul style="list-style-type: none"> <li>Develop outreach plan</li> <li>Conduct Study workshops</li> <li>Implement online surveys and feedback tools</li> <li>Conduct focused interviews</li> <li>Prepare Outreach Report</li> </ul> <p>Responsible Party: MCTC Staff, Consultant (March 2023 to September 2023)</p>	20%
104.6	<p>Identify Strategies</p> <p>This task will identify an array of strategies designed to meet the goals and objectives of the Study. The strategies will include projects to be considered for implementation, changing or creating policies or the preparation of new or additional studies. Additional strategies may be identified if deemed appropriate.</p> <ul style="list-style-type: none"> <li>Identify projects to meet goals and objectives</li> <li>Identify policies to meet goals and objectives</li> <li>Identify where additional study is needed</li> <li>Prepare Strategies Report</li> </ul> <p>Responsible Party: Consultant (August 2023 to October 2023)</p>	25%
104.7	<p>Study Finalization</p>	25%

	<p>This task will consolidate all prepared deliverables from the prior tasks into cohesive report. The contests will make up a Draft Study to be submitted for internal staff review then for public review. Comments received on the Draft Study during the public review period will be considered and responded to before a final Study is composed. The final Study will be presented and brought for approval to the MCTC Policy Board.</p> <ul style="list-style-type: none"> <li>• Compile deliverable reports and products from prior tasks into a comprehensive Draft Study</li> <li>• Presentations and review of Draft Study</li> <li>• Comment response and Study finalization</li> <li>• MCTC Board adoption of Final Study</li> </ul> <p>Responsible Party: MCTC Staff, Consultant (October 2023 to December 2023)</p>	
	Total	100%

FTE: .04

104 Oakhurst Multi-modal Mobility Study

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	20,220	Consultant	179,948
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 22-23	156,064		
Subtotal	179,948	Subtotal	179,948
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	1,067	Direct Wages/Benefits:	9,300
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 22-23	8,233		
Subtotal	9,300		
Total:	189,248	Total:	189,248

## Work Element 905.2 Project Prioritization Study

---

### Objective

To develop a Project Prioritization Study (study) for the Madera County region to address traffic congestion, maintenance, transit needs, or vehicle alternatives, such as bicycle and pedestrian travel. The study will identify currently planned projects, identify projects not currently planned for, establish cost to complete identified projects, establish relevant facility conditions, estimate projected revenue available for transportation in the next 25 years and identify the funding shortfall resulting from these projections. Once comprehensively listed, a methodology will be developed to prioritize the projects the results of which will inform the planning and investment decision making process.

### Discussion

The goals of the Project Prioritization Study are to identify and prioritize transportation projects that best help the region meet its various goals related to Greenhouse Gas (SB375) reduction, reducing vehicle mile traveled (SB743), better accommodating diverse modal choice, increasing traffic safety, supporting economic vitality, and decreasing adverse health effects related to travel throughout the Madera Region. The overall process will be one that continues to advance MCTC's overarching goal of further promoting social equity in transportation project delivery.

MCTC previously completed a Project Prioritization Study in 2005. The previous study established the foundation upon which project listings were utilized for various subsequent planning documents and activities including the Regional Transportation Plan, Federal Transportation Improvement Program, and the Measure "T" Investment Plan. The new study will be conducted in three phases with oversight from an MCTC staff project manager and a committee of local agency representative stakeholders. MCTC will retain professional consultant services to assist in the study development. The procurement of said activities will take place in the Winter of 2019-20. Project kickoff and coordination will occur following the retaining of consultant services.

The first phase will focus on Data Collection. Data collection will focus on the collection and analyses of existing project data as well as developing a method for the identifying of unidentified projects data. The listings will be combined into a comprehensive list.

The second phase will focus on Data Analysis. Based upon the results of the first phase project scope, staging and costs will be identified. A methodology/approach for project prioritization will be developed considering local and state policies and mandates meant to curb VMT and GHG emissions (SB 375 and SB 743) while supporting social equity, economic vitality, public health, and safety, and advancing modal choice. Finally, the prioritization of the projects using said approach will commence. Activities for phase two will take place in the Summer/Fall of 2020.

The results of the prioritization will be presented to stakeholders and implemented into the regional planning process. The final phase will focus on application of the prioritized projects towards planning activities and analysis performed in the development or updates of the RTP/SCS, FTIP, ATP, Measure “T” Program extension, traffic model network revisions, and other pertinent planning exercises including activities overseen by local agency partners. MCTC will evaluate the need for future updates of this study after completion. Activities for phase three will take place in late fall of 2020.

The study is funded with FY 19-20 and FY 20-21 SB 1 Sustainable Communities Planning Formula Grants. The study was finalized in the Fall of 2021. Enhancements to the database will continue in FY 2022-23. Expenditures can be made until February 28, 2023.

### Previous Work

Project Prioritization Study

### Product

1. Database

### Tasks

Task	Description and Responsible Party	% of Work
905.2.1	Refine Master Project Database <ul style="list-style-type: none"> <li>• Responsible Party: Consultant, MCTC Staff (July 2022 to February 2023)</li> </ul>	100%
	Total	100%

FTE: .01

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

905.2 Project Prioritization Study

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	1,771	Consultant	15,435
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 20-21	13,664		
Subtotal	15,435	Subtotal	15,435
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	232	Direct Wages/Benefits:	2,024
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 20-21	1,792		
Subtotal	2,024		
Total:	17,459	Total:	17,459

## Public Transportation Planning

---

201 Transit

202 Rail

## Work Element 201 Transit

---

### Objective

To maintain a continuing public transportation planning process pursuant to requirements of the Alquist-Ingalls Act (AB-402, 1977); the Social Service Improvement Act (AB-120, 1979); the Mello Act (SB-157, 1985); the Social Service Transportation Act (SB-498, 1987), and the Specialized Transportation Services: unmet transit needs Act (SB-826, 1988 and SB 807, 1989).

### Discussion

Planning to meet the transportation needs of residents of Madera County is a continuing program of MCTC.

MCTC staff has implemented the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) pertaining to coordination and the need for developing a locally developed coordinated public-transit human services transportation plan. MCTC last adopted a coordinated plan on July 22, 2015. MCTC staff has begun updating the Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). As part of the Coordinated Plan development process, MCTC will form a committee to review, and update coordinated strategies. The committee will consist of the Social Service Transportation Advisory Council (SSTAC), human service agencies, local transit providers, and community members.

MCTC staff will partner with the County of Madera, City of Madera, City of Chowchilla, the State of California, and Tribal Governments in the State's effort to promote public participation in transportation planning to address common goals of promoting mobility, equity, access, safety, and sustainable communities in our area. MCTC staff will continue to collaborate with Caltrans on future transit related projects.

MCTC staff maintains the Short-Range Transit Plan (SRTP), a five-year plan completed in 2021-22 and valid through 2026-27. This plan responds to State, Federal, and local requirements to ensure public transit services are effective in meeting the needs within the Madera region. The SRTP is intended to serve as a guide for improving public transit agencies within Madera County. The plan reviews recent progress, evaluates existing operations and conditions, and recommends future strategic actions to affect positive changes. A key component of the SRTP is the development of realistic operating and capital projections based on present and future performance of the existing systems over the next five years.

MCTC staff will continue to work closely with the Transit Advisory Board (TAB) and monitor transit issues in the City of Madera.

MCTC staff will post information related to public transportation on MCTC's website and



social media pages.

MCTC staff will examine transit as it relates to non-social services-oriented travel and farmworker transportation needs.

MCTC staff encourages transit operators to update their emergency preparedness plans and to conduct frequent emergency drills and exercises for the safety and security of the transportation system. Performance management is an area of emphasis determined by the FHWA California Division and FTA Region IX.

Partnered with UC Davis, Valley MPOs, and Michael Sigala of Sigala Inc., MCTC staff was involved in a study regarding alternatives for meeting transit needs in rural San Joaquin Valley. The project goal is to develop a pilot program in all eight counties in the Valley for new, technology-driven mobility service that meet transit needs of rural and disadvantaged residents, is cost-effective and financially sustainable, and helps achieve VMT and GHG targets. The final report was released in September 2017.

The North Fork Rancheria of Mono Indians of California operates the North Fork Rancheria Tribal Transit Program (NFRTP), jointly funded through the Tribal Transit Program administered by the Federal Transit Administration and the Tribal Transportation Program administered by the Bureau of Indian Affairs. The NFRTP also serves target populations of elderly, persons with disabilities, and low-income to medical and other essential services.

These tasks together will support the regional planning goals by enhancing transportation system coordination, efficiency, and intermodal connectivity to keep people and goods moving.

MCTC staff participated in the City of Madera's Transit Plan Study. The City of Madera transit plan services assessment goal is to evaluate the City's transit system and devise operational and policy changes to formulate a Madera Transit Plan that will improve the system. The goals of this study include improving connectivity with other modes of transportation and systems to advance multi-modal transportation within the region, improve the efficiencies of the system's operations, and lay out a plan for future policy or operational changes. MCTC staff will continue to participate in the development of this plan as requested.

## Previous Work

1. Transit Plans.
2. 2018 Regional Transportation Plan – Public Transportation Element.
3. Social Services Transportation Inventory and Action Plan.
4. City of Madera Fixed Route Feasibility Study.
5. Short Range Transit Plan – 2022/23 – 2026/27.
6. Conduct scientific public survey of Eastern Madera County Residents regarding potential transit system between Fresno and Yosemite National Park – 2013.
7. UC Davis Alternatives for Meeting Transit Needs in Rural San Joaquin Valley Study.

8. Coordinated with member agencies regarding Transit Asset Management (TAM) Plans.
9. Public Transportation Safety Plan Targets (PTASP) coordination.
10. Updated Transit MOUs – March 2020

## Product

1. Transit services database for Madera County to include GIS maps of service areas.
2. Document tribal government-to-government relations.
3. Review transit operator agreements and update if needed.
4. Coordinate with member agencies regarding Transit Asset Management (TAM) Plans.
5. Review and update various transit plans.
6. Set PTASP targets for the region.

## Tasks

Task	Description and Responsible Party	% of Work
201.1	<p>Transit Service Inventory</p> <ul style="list-style-type: none"> <li>• Continue to maintain and update information for the transit services inventory</li> </ul> <p>Responsible Party: MCTC Staff (Monthly, July 2022 to June 2023)</p>	10%
201.2	<p>Monitor Information for RTP Update</p> <ul style="list-style-type: none"> <li>• Monitor information for update of the RTP</li> </ul> <p>Responsible Party: MCTC Staff (Monthly, July 2022 to June 2023)</p>	25%
201.3	<p>Transit Operator Agreements</p> <ul style="list-style-type: none"> <li>• Review transit operator agreements and update as necessary</li> </ul> <p>Responsible Party: MCTC Staff (Quarterly, July 2022 to June 2023)</p>	10%
201.4	<p>Consultation, Coordination, and Collaboration for Environmental Justice</p> <ul style="list-style-type: none"> <li>• Consultation, coordination and collaboration with tribal governments and farmworker transportation groups as needed to ensure that environmental justice requirements are being addressed/complied with.</li> </ul> <p>Responsible Party: MCTC Staff (Quarterly, July 2022 to June 2023)</p>	15%
201.5	<p>Consultation, Coordination, and Collaboration for Outreach</p> <ul style="list-style-type: none"> <li>• Continue to coordinate and collaborate with Environmental Justice communities and Disadvantage Communities to ensure outreach is being properly conducted.</li> </ul> <p>Responsible Party: MCTC Staff</p>	10%

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

	(July 2022 to June 2023)	
201.6	Transit Advisory Board Participation <ul style="list-style-type: none"> <li>Participation on Transit Advisory Board and monitor related transit agencies.</li> </ul> Responsible Party: MCTC Staff (Quarterly, July 2022 to June 2023)	10%
201.7	Transit Asset Management (TAM) Plan Coordination <ul style="list-style-type: none"> <li>Transit Asset Management (TAM) Plan coordination with transit agencies.</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
201.8	Public Transportation Safety Plan Target Coordination <ul style="list-style-type: none"> <li>Public Transportation Safety Plan Target coordination with transit agencies.</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
	Total	100%

FTE: .28

201 Transit

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	8,425	Direct Wages/Benefits plus Indirect:	73,455
MCTA			
FHWA-PL			
FTA-Section 5303	65,030		
STIP – PPM			
Other			
Subtotal	73,455		
Total:	73,455	Total:	73,455

## Work Element 202 Rail

---

### Objective

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

### Discussion

MCTC monitors local, State, and Federal requirements impacting local plans for the rail transportation modes. Information developed is documented in staff reports and included in the Regional Transportation Plan for action.

MCTC has taken many steps in RTP development to ensure safety and capacity issues are addressed with all modes through better planning and design and using Travel Demand Management approaches to system planning and operations. As a result of these activities, MCTC has met livability/sustainability Planning Emphasis Area objectives.

MCTC staff will monitor the development of the California High-Speed Train. With the passage of Proposition 1A in November 2008, the High-Speed Train project was given an infusion of \$9.95 billion in bond funding. The California High-Speed Rail Authority has divided the proposed system into several segments for the purpose of Project-level Preliminary Engineering Design and Environmental analysis. Since Madera County sits on the **“wye-connection” between three of these segments (San Jose-Merced, Merced-Fresno, and Fresno-Bakersfield)**, MCTC staff will attend meetings and engage in other forms of stakeholder outreach to ensure that the County is fully represented at every step of the process. The 2012 CHSRA Business Plan funded the construction of the first phase of the segment through Madera and Fresno counties with the sale of Prop 1A bonds to match Federal CHSRA grant funds beginning in 2014. The 2018 RTP/SCS addresses local connectivity to the Merced and Fresno stations focusing on Amtrak along the SR 99 corridor and BRT along the SR 41 corridor into Fresno.

In 2016 the California High Speed Rail Authority released its 2016 Business Plan. The plan called for a transfer of riders from Amtrak and High-Speed Rail to take place in Madera due to the proximity of the proposed High Speed Rail alignment and the existing alignment of the BNSF railroad Amtrak currently operates on. MCTC Staff is engaged with staff from Madera County, City of Madera, San Joaquin Joint Powers Authority and CHSRA in planning for an inclusive and effective transfer station between Amtrak and High-Speed Rail in Madera.

The 2020 HSR Business Plan proposes to fully develop the San Joaquin Valley Segment between Bakersfield and Merced for early service, including understanding the opportunity for connections to the San Joaquins line of Amtrak and Altamont Corridor Express services. Staff will continue to work with its partners in this planning effort throughout the 2021-2022 fiscal year.

The "Intercity Passenger Rail Act of 2012" (AB 1779), was enacted on September 29, 2012. AB 1779 reauthorizes regional government agencies' ability to form the San Joaquin Joint Powers Authority (SJPA) to take over the governance/management of the existing San Joaquin intercity passenger rail service between Bakersfield-Fresno-Modesto-Stockton-Sacramento-Oakland. Madera County is represented on the SJPA Board by an MCTC Commissioner backed by an additional MCTC Commissioner as an Alternate.

The San Joaquin Valley Rail Committee (SVRC) acts as a technical advisory group to the SJPA Board. Previously, MCTC staff as well as MCTC Policy Board Members were voting members of this group. New bylaws proposed by the SJPA Board altered the nature of the SVRC membership. MPO board members and staff are no longer eligible to be representatives for this group. MCTC staff assisted the SJPA in finding new Madera County representatives for the SVRC and is committed to assisting these volunteers in the new role in any way possible.

The Central Valley Rail Working Group (CVRWG) was originally composed of four counties – Merced, Stanislaus, San Joaquin, and Sacramento. Since the new push to add early morning passenger rail service from Fresno to Sacramento, elected officials from Madera County as well as MCTC staff have been invited to participate in CVRWG meetings. This group will focus on improved passenger rail service to Sacramento, station improvements along the corridor, and collaborating with the California High Speed Rail Authority.

On April 26, 2018, California State Transportation Agency announced that the SJPA and San Joaquin Valley Rail Committee applied for and was successful in being awarded \$500.5 million of Transit and Intercity Capital Program (TIRCP) funding to expand San Joaquin and ACE services. As part of this service, the Sacramento Subdivision will be upgraded between Sacramento and Stockton to allow for passenger rail service with up to six new stations along the corridor. Additionally, new layover facilities will be constructed in Natomas (in Sacramento) and Fresno, and two trainsets may be procured for the expanded service. Additional projects to be funded with these funds include additional parking, a new station in Oakley, and a relocated Madera Station. The application identifies \$26.7 million of the TIRCP award for the Madera Station relocation. MCTC staff will monitor and participate in activities related to the project as needed throughout 2020-2021.

In 2020 the San Joaquin Joint Powers Authority Board Certified an Initial Study/Mitigated Negative Declaration for a project to relocate the Madera Amtrak station to Avenue 12 in Madera County. The construction relocation and opening of the station is expected to occur within the next four years. MCTC staff will continue to work with partners to plan for the operations of the Amtrak station at the new location.

In 2021, contractors were chosen by the San Joaquin Joint Powers Authority for engineering services and buildout for the Madera Station Relocation Project. Engineering is estimated to be completed in 2024, and complete buildout of the new station is estimated to be completed in 2026. SJPA anticipate additional funding needs to complete the HST platform and intend to pursue state and federal programs. The HST is

expected to begin service in the San Joaquin Valley by 2030.

On April 4, 2022, Caltrans, Division of Transportation Planning announced Madera County was awarded a Sustainable Transportation Planning Grant. Madera County was awarded \$450,000 for the Madera Station Relocation Transit Area Specific Plan Project.

Madera County will lead the project in partnership with the City of Madera, Madera County Transportation Commission, San Joaquin Joint Powers Authority (SJJPA), California High-Speed Rail Authority (CHSRA), and Caltrans. This effort will guide the design and land-use in the vicinity of the station area as well as enable Madera County to promote economic development, encourage station area development, and enhance multi-modal access connections between the station, the City of Madera, Madera Community College, and other surrounding communities throughout Madera County and northern Fresno County.

### Previous Work

1. Monitored rail development plans for Multimodal facility in Madera and relocation of Amtrak station.
2. Member of the Madera County High Speed Rail Technical Working Group.
3. Incorporated livability/sustainability PEA principles in RTP development.

### Product

1. Updated information on rail planning for inclusion in the updates of the RTP.
2. Staff reports on rail issues.
3. Minutes from the Central Valley Rail Working Group and San Joaquin Valley Rail Committee meetings.

### Tasks

Task	Description and Responsible Party	% of Work
202.1	Review Planning issues related to rail <ul style="list-style-type: none"> <li>• Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems</li> <li>• Incorporate findings into the RTP/SCS where applicable</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	15%
202.2	Provide staff analysis of available funding resources for rail planning projects <ul style="list-style-type: none"> <li>• Analyze and share information for new and existing resources able to support the regions multi-modal systems</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	15%

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

202.3	Participate in meetings/workshops related to rail <ul style="list-style-type: none"> <li>Participate in reoccurring meetings and workshops hosted by local, regional, state, and Federal partners related to multi-modal transportation</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	20%
202.4	Participate in San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee <ul style="list-style-type: none"> <li>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.</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	30%
202.5	Participate in the Madera Station Relocation Transit Area Specific Plan Project <ul style="list-style-type: none"> <li>Support Madera County staff in partnership with the City of Madera, Caltrans, CHSRA, and CalSTA in the development of the Plan.</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	20%
Total		100%

FTE: .11

202 Rail

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	36,322	Direct Wages/Benefits plus Indirect:	36,322
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	36,322		
Total:	36,322	Total:	36,322

# Active Transportation Planning

---

## 301 Active Transportation Planning



## Work Element 301 Active Transportation Planning

---

### Objective

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process with Federal, State, and Local partners for active transportation programs consistent with the principles of livable communities.

### Discussion

MCTC monitors local, State and Federal requirements impacting local plans for non-motorized modes. Information developed is documented in staff reports and included in the Regional Transportation Plan for action.

The Madera County Bicycle and Pedestrian Facilities Plan was updated in 2004 and recommendations from the Plan were incorporated into the 2014 RTP. Continuing staff support to local agencies in the implementation of the Bicycle and Pedestrian Facilities Plan was provided.

The Bicycle and Pedestrian Facilities Plan was replaced by the 2018 Madera County Regional Active Transportation Plan (ATP) which includes an audit of the bicycle and pedestrian networks, safety assessments, recommendations, and public outreach. The ATP lays the groundwork for an ongoing active transportation program to be utilized in all Madera County jurisdictions.

A Complete Streets Policy Guide was also adopted in 2018 to assist local jurisdictions with the adoption of their own Complete Streets Policy. Complete Streets policies ensure a connected network of streets that are accessible to all users which can encourage mode shift to non-motorized transportation that will support the goals and objectives of the Active Transportation Plan and the Sustainable Communities Strategy.

MCTC partnered with the City of Madera and the Technology Transfer Program at University of California, Berkeley's Institute of Transportation Studies in 2015 to conduct a Pedestrian Safety Assessment at various locations within the City of Madera.

Caltrans District 6 is currently working with the Headquarters Smart Mobility and Active Transportation Branch in developing the California Active Transportation Plan (CAT). Each District will be required to develop a CAT plan. District 6 is in the preliminary stages of developing communication with internal District 6 functional units such as Traffic Operations, Design, Public Information Office, and Asset Management. Stakeholder engagement will be conducted throughout the development of the plan using map-based survey tools. There will be a specific focus on engagement with disadvantaged communities. Planning will develop contextual guidance for selecting bike/pedestrian facilities needed for SHOPP Project Initiation Report documents.

Caltrans District 6 is updating the Bicycle Guide for Complete Streets Elements 2015. The Bicycle Plan and Complete Streets Facilities for Caltrans District 6 (2019) has been completed. Additionally, "Towards an Active California State Bicycle & Pedestrian Plan" was completed in 2017.

### Previous Work

1. Updated information on bicycle and pedestrian facilities for inclusion in the 2014, and 2018 RTPs.
2. Incorporated livability/sustainability PEA principles in RTP development.
3. Conducted Pedestrian Safety Assessment with City of Madera.
4. Adopted the Madera County Regional Active Transportation Plan in 2018.
5. Adopted the Complete Streets Policy Guide in 2018.
6. Created Interactive ATP webpage.
7. Participated in ATP meetings with Federal, State and Local agencies.

### Product

1. Update information on bicycle and pedestrian facilities for inclusion in the 2022 RTP.
2. Prepare staff reports on non-motorized issues.
3. Continue collaboration with Federal, State and Local agencies regarding bicycle and pedestrian facilities.
4. Work with Local agencies to encourage the inclusion of bicycle and pedestrian facilities in their planning processes.
5. Work with Local agencies to encourage the inclusion of complete streets policies in their planning processes.
6. Support and encourage Local agencies to seek funding for bicycle and pedestrian facility projects.

### Tasks

Task	Description and Responsible Party	% of Work
301.1	Review Planning issues related to bicycle and pedestrian facilities <ul style="list-style-type: none"> <li>• Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems</li> <li>• Incorporate findings into the RTP/SCS where applicable</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	25%
301.2	Provide staff analysis of available funding resources for non-motorized planning projects <ul style="list-style-type: none"> <li>• Analyze and share information for new and existing resources able to support the regions multi-modal systems</li> </ul>	20%

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

	Responsible Party: MCTC Staff (July 2022 to June 2023)	
301.3	Participate in meetings/workshops related to bicycle and pedestrian facilities <ul style="list-style-type: none"> <li>Participate in meetings and workshops hosted by Federal, State, and Local, partners related to multi-modal transportation</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	20%
301.4	Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments <ul style="list-style-type: none"> <li>Collect any important data and information related to maintaining or updating the Active Transportation Plan</li> <li>Update the ATP webpage as needed</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	35%
	Total	100%

FTE: .52

301 Active Transportation Planning

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	160,219
MCTA			
FHWA-PL	141,842		
FTA-Section 5303			
STIP – PPM	18,377		
Other			
Subtotal	160,219		
Total:	160,219	Total:	160,219

# Highways, Corridors, and Routes of Regional Significance

---

## 401 Highways, Corridors, and Routes of Regional Significance

## Work Element 401 Highways, Corridors, and Routes of Regional Significance

---

### Objective

To maintain a continuing, cooperative, and coordinated regional Goods Movement, Streets, and Highways planning process which coordinates with our San Joaquin Valley partners and is also responsive to local needs and to State and Federal planning requirements.

### Discussion

The San Joaquin Valley Regional Planning Agencies Directors Committee commissioned the development of a Valleywide Goods Movement Action Plan. Based on the success of the Route 99 Business Plan and to compete for goods movement funding, the valley needed a Goods Movement Action Plan that was similar in nature to the Route 99 Business Plan. The Goods Movement Action Plan identifies the priorities and the necessity of goods movement projects in the valley. In Madera County, there is particular interest in the State Route 99, State Route 152, and State Route 41 Corridors for economic development and goods movement primarily from farm to market.

#### State Route 99 Coordination

MCTC staff has been in active coordination and consultation with Caltrans regarding the State Route 99 Corridor. Working with the Great Valley Center and Caltrans, a Business Plan was developed for the corridor running through the valley. Partly because of this coordination and Business Plan, the Proposition 1B bond included a State Route 99 earmark, the only transportation earmark in the bond placed before the voters. Those funds have been awarded to needed projects, but there is an additional \$5 Billion plus in projects remaining to be funded. The next objective is to develop a Financial Plan for the remaining projects that need to be funded.

Throughout this process is the potential consideration by the State of interstate status for State Route 99. At the prompting of various valley interests, the Governor did issue a letter stating, without any financial commitment, that interstate status should be investigated. Caltrans in consultation with the Federal Highways Administration determined that pursuing interstate status was not feasible at this time but will re-evaluate in the future.

#### San Joaquin Valley Interregional Goods Movement Plan

The San Joaquin Valley Interregional Goods Movement Plan was completed in August of 2013. It identifies future preferred goods movement system for the Valley implemented through a comprehensive interregional strategy.

The planning effort involved numerous stakeholders including the Federal Highway Administration, Caltrans, ports, private trucking industry, railroads, regional transportation agencies, the agricultural industry, and others. The product of this joint study is a San Joaquin Valley Policy Council planning document. Results of the Plan were included in the 2014 RTP.

### San Joaquin Valley Goods Movement Sustainable Implementation Plan

The San Joaquin Valley Goods Movement Sustainable Implementation Plan (SJVMSIP) built upon the previously completed San Joaquin Valley Interregional Goods Movement Plan which identified “first and last mile connectivity” (e.g. to-and-from freight hubs located within proximity of highways or agricultural processing centers, distribution centers, intermodal facilities, and industrial and commercial zoned land and other freight hubs), truck routing and parking needs, rural priority corridors, and developing a goods movement performance and modeling framework for the San Joaquin Valley as critical needs steps for further evaluation and development.

This study was funded through a 2014-15 Caltrans Partnership Planning for Sustainable Transportation grant program for continued evaluation and refinement of the San Joaquin Valley goods movement system.

### San Joaquin Valley I-5 Goods Movement Plan

Building upon previous goods movement planning efforts, the eight San Joaquin Valley Regional Planning Agencies undertook a study for Interstate 5 and State Route 99, major freight movement corridors identified as part of the United States Department of Transportation (USDOT) National Primary Freight Network and vital to Valley's economy. This study was completed in June 2016.

This study was funded through a 2015-16 Caltrans Emerging Priorities grant for continued evaluation and refinement of the San Joaquin Valley goods movement system. Cambridge Systematics was the prime consultant engaged on this study. MCTC staff joined many other Central California transportation stakeholders to participate on the SJV Goods Movement Technical Advisory Committee. A demonstration project for truck platooning was planned for spring of 2017 but got cancelled by the truck platooning vendor.

### Study of Short-Haul Rail Intermodal Facilities in the San Joaquin Valley

A major outcome of the San Joaquin Valley Regional Goods Movement Action Plan 2007 was the proposal of a rail corridor system extending from the Port of Oakland, to the Tehachapi Pass, and connecting to points east of south of the San Joaquin Valley.

The rail corridor system will allow goods currently being trucked through the Valley to be “diverted” to the rail corridor. This will relieve congestion, facility deterioration and air pollution by reducing truck vehicle miles traveled (VMT) – the number one contributor to all these factors. Cambridge Systematics has been retained to conduct an analysis of

Short Haul Rail Intermodal Facilities in the San Joaquin Valley.

### Origin/Destination and Fiscal Impact Study

MCTC joined with Fresno COG, Madera County, Fresno County, and the City of Fresno in undertaking an Origin/Destination and Fiscal Impact Study. This study provided a comprehensive understanding of transportation movements and subsequent effects between Fresno and Madera Counties. The joint study consisted of two parts. Part one was an analysis of origin and destination traffic movements between the two counties. Part two provided an analysis of the fiscal impacts of such movements on the local and regional economy. The results of the joint study are intended to better inform local decision-making bodies regarding commuter patterns and their economic impacts, **while improving the regional planning agencies' abilities to implement their Sustainable Communities Strategies.** Phase One of the study was completed in the fall of 2016. Phase Two was completed in the summer of 2017.

MCTC also maintains an active streets and highways planning process which is used to identify and document the need for new facilities and expansion of existing facilities to accommodate projected regional growth. Future needs are evaluated relative to projections of available financial resources and fundable projects are advanced to the Regional Transportation Plan and the Regional Transportation Improvement Program.

Included in this work element is staff participation in corridor studies, project level traffic studies, review of agency general plan updates, and review of local agency circulation elements for adequacy to meet projected needs. Streets and highways is a major focus of the **Regional Transportation Plan (RTP). Passage of Measure "T" provides a needed** infusion of funding into the local program. Generally, staff efforts will be directed towards the identification of safety and congestion problems to establish priorities for future project funding. Additionally, opportunities for implementation of Intelligent Transportation Systems to problems will be explored.

Funding of transportation infrastructure is a critical need. Staff will work to develop tools necessary to identify costs of improvements needed to accommodate projected regional growth and to assign benefits by geographic area. Staff will also continue efforts to identify and maximize external funding sources to support transportation improvements within Madera County.

### State Route 99 Multimodal Corridor Plan

The purpose of the SR 99 Multimodal Corridor Plan is to identify the boundaries of the corridor and present a District-wide unified vision for the corridor. The Multimodal Corridor Plan will identify projects and strategies with associated performance measures that position the Caltrans Districts and partner agencies to compete for funding through different programs. MCTC staff will continue to participate with District 6 and San Joaquin Valley MPO partners to assist in the development of the State Route 99 Multimodal Corridor Plan.

## California Inland Port Feasibility Analysis – Phase III

In 2019, the Central Valley Community Foundation along with the San Joaquin Valley Air Pollution Control District, The Ports of Long Beach, and Los Angeles, all eight counties of the San Joaquin Valley, and other partners initiated a California Inland Port Feasibility Analysis. The purpose of the study was to assess the viability of establishing a rail-served inland port project in California. The study was conducted by Global Logistics Development Partners (GLD Partners), an investment advisory firm specializing in transportation and logistics investments.

The outcome of the study was a California Inland Port Feasibility Analysis Preliminary Business Model report, completed on April 8, 2020. The report documented the viability of an intermodal rail service to/from the Ports of Long Beach and Los Angeles northward through the Central Valley, and terminating in Sacramento, for replacing the current all truck transport system.

Phase III of the California Inland Port Feasibility Analysis will include creating a California Inland Port Advisory Council; assessing market interest, support, and commitments among shippers; determining core project finance metrics; engage and work with the two Class One railroad companies; create functional transport centers that are models for clean energy transportation; develop associated economic competitiveness opportunities; and prepare a business plan for project implementation.

## Previous Work

1. Provided technical support and participated in the Fresno-Madera County Freeway Interchange Deficiency Study – Phase I & II.
2. San Joaquin Valley Goods Movement Action Plan.
3. Participation in Goods Movement Studies: Study of San Joaquin Valley Interregional Goods Movement Plan, San Joaquin Valley Goods Movement Sustainable Implementation Plan, and the San Joaquin Valley I-5/SR 99 Goods Movement Corridor Study.
4. San Joaquin River Regional Transportation Study.
5. Participation on VTA sponsored SR 152 Trade Corridor Study.
6. Participation in SR 99 and SR 41 Congestion Management Plans.
7. Participation in the San Joaquin Valley Interregional Goods Movement Plan.
8. Study of Short-Haul Intermodal Facilities in the San Joaquin Valley.
9. Origin/Destination with Fiscal Impact Study

## Product

1. Staff reports on various corridor and project level traffic studies, including SR 41 High Emphasis Focus Route, SR 49 designation, and SR 99.



2. Data pertinent to accurate modeling of travel data on goods movement corridors.
3. Participate in the development of Phase III of the San Joaquin Valley Inland Port Feasibility Study
4. Participate with the development of the SR 99 Multimodal Corridor Plan.

## Tasks

Task	Description and Responsible Party	% of Work
401.1	Review local agency circulation elements including goals, policies, and objectives <ul style="list-style-type: none"> <li>• Provide feedback and comments as necessary</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
401.2	Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies <ul style="list-style-type: none"> <li>• Provide feedback and comments as necessary</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
401.3	Prepare staff analysis on various studies, plans, and reports on the State Highways System as needed <ul style="list-style-type: none"> <li>• Provide feedback and comments as necessary</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
401.4	Participate where applicable with Phase III of the San Joaquin Valley Inland Port Feasibility Analysis <ul style="list-style-type: none"> <li>• Participate in analysis Advisory Council</li> <li>• Provide feedback and comments on the development of the analysis</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	50%
401.5	Participate and provide technical support for the SR 99 Multimodal Corridor Plan <ul style="list-style-type: none"> <li>• Participate in plan oversight committee</li> <li>• Provide feedback and comments on the development of the plan</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	20%
	Total	100%

FTE: .21

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

401 Highways, Corridors, and Routes of Regional Significance

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	7,855	Direct Wages/Benefits plus Indirect:	68,485
MCTA			
FHWA-PL	60,630		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	68,485		
Total:	68,485	Total:	68,485

## Programming and Financial Management

---

501 Transportation Program Development

502 Project Coordination and Financial Programming

## Work Element 501 Transportation Program Development

---

### Objective

To identify transportation improvements proposed for implementation within the four-year time frame of the Federal Transportation Improvement Program (FTIP), and other associated documents and plans, in compliance with State and Federal requirements.

### Discussion

State law and Federal regulations require regional transportation planning agencies to prepare transportation improvement programs (FTIPs). FTIPs are formulated at three levels: regional, State and Federal. In order for a transportation project to receive State or Federal funding or project approvals, the project must be advanced from an air quality conforming RTP and FTIP. The FTIP is a short-range, four-year capital improvement program which is updated biennially to satisfy Federal requirements. Projects are advanced from the Regional FTIP to the Federal STIP by Caltrans following an air quality conformity finding by MCTC as the recognized Metropolitan Planning Organization (transportation planning agency). Work began on the 2023 FTIP in Fall 2021 and will be completed in Summer 2022.

State legislation (Senate Bill 45) restructured the STIP development process and places increased responsibility on local agencies for identifying and advancing projects for State Transportation Improvement Program (STIP) programming. Funding is now made available based on a 75%/25% county minimum and Caltrans split. The "local share" is apportioned to the county based upon the old "county minimums" formula. The "local share" is now programmed by MCTC pursuant to certain project eligibility requirements as identified in STIP guidelines. The MCTC also has the option to bid for projects in the 25% Caltrans share subject to specific conditions. The STIP has a five-year programming period which is updated biennially by the region and approved by CTC. Each year involves considerable effort by staff to monitor developments related to the implementation of revised STIP requirements.

Under Federal transportation legislation, MCTC is responsible for Federal funding programs: Regional Surface Transportation Block Grant Program (RSTP); the Congestion Mitigation and Air Quality Program (CMAQ); and other Federal funding sources. Project funding decisions on these three sources are under the MCTC's control within Federal program guidance. Appropriate prioritization and selection processes for the region was consistent with the requirements of Federal transportation legislation. MCTC is eligible to exchange its RSTP funds for State funds. Additionally, all three performance measures have been established for the 2021 FTIP and will be incorporated in the 2023 FTIP.

Assembly Bill 1012 was enacted into law during February of 1999 to speed up the delivery of RSTP, and CMAQ. projects. The legislation establishes "Program Delivery Advisory"

teams representing State, Regional and Local Transportation Officials. The team's main goal is to assist in the expeditious delivery of transportation projects and to expedite the use of the large cash balance in the State Highway Account. One of the main objectives of the project delivery teams was to seek ways in which to integrate environmental reviews more extensively into the transportation planning process. The Caltrans' Environmental Review team and local agencies are investigating ways in which to coordinate activities with resources and permit agencies; to establish increased use of environmental inventories to identify sensitive areas; and improve analytical tools to speed up 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 monthly the amounts of Federal funds anticipated to be obligated.

The State Department of Transportation (Caltrans) in cooperation with State Metropolitan Planning Organizations has developed the California Transportation Improvement Program System (CTIPS). CTIPS is a project programming database that enables secure electronic information sharing between Caltrans and MPOs. The CTIPS project, funded by Caltrans, was initiated several years ago by the Data Base Users Group (DBUG), a joint Caltrans-MPO transportation information and programming group. It was determined that State and regional transportation planning and programming areas should be supported with the best available information and databases. CTIPS has resulted in enhanced State and regional decision-making capabilities.

MCTC staff provides continued project monitoring for federally funded projects and assists member agencies with programming projects. MCTC staff will continue to participate with California Financial Planning Group (CFPG) meetings to discuss programming issues statewide. MCTC staff will coordinate with the eight (including MCTC) San Joaquin Valley MPOs with Inter-Agency Consultation (IAC) partners and participate in conference calls as required. Staff will continue with meetings with member agencies and reports to the MCTC Board to help reduce or eliminate obligation delays and loss of funding on projects programmed in the FTIP. MCTC staff will provide oversight and will monitor federally funded projects for timely obligation, project expenditures, and final invoicing between Caltrans and member agencies. MCTC staff will assist member agencies with programming any federally funded project into the FTIP and procuring the authorization to proceed (E-76) from Caltrans District Local Assistance. As part of the monitoring process, an annual obligation plan is submitted to Caltrans to help ensure the obligation of funds has commenced to comply with the provisions of AB 1012 (timely use of funds). Staff conducts meetings as necessary with member agencies to discuss project progress, obligation status, and to provide assistance when needed.

The Policy Board has granted the Executive Director the authority to approve Type 1-3 FTIP Amendments.

## Previous Work

1. Exchanged RSTP.
2. Programmed CMAQ funding consistent with adopted Expedited Project Selection Process (EPSP).
3. Coordinated FTIPs with RTIPs.
4. Provided updated information to member agencies concerning AB 1012 activities and new State requirements for the “timely use” of State and Federal funds.
5. Prepared “local” Obligation Plans for the CMAQ program to track regional obligation progress in meeting AB 1012 requirements.
6. Entered MOU with Caltrans to “Lump-Sum” the State Highway Operation and Protection Program (SHOPP) to help accelerate the delivery of State projects.
7. Adopted previous Madera County FTIPs and Air Quality Conformity Findings.
8. Various FTIP amendments.
9. Adopted RTIPs.
10. Annual Listing of Obligated Projects: 2002-2021.
11. Conducted a CMAQ Call for Projects in FY 19-20.
12. 2021 FTIP and Air Quality Conformity Analysis adopted in February 2021.

## Product

1. 2023 FTIP.
2. Amendments to the 2021 FTIP and Air Quality Conformity Analysis.
3. Amendments to the 2023 FTIP and Air Quality Conformity Analysis.
4. Staff analysis of project funding available to Madera County.
5. Public Notices and Inter Agency Consultation.
6. RSTP appropriation process.
7. Project selection and implementation of CMAQ Program.
8. Local Obligation Plans for CMAQ per AB 1012 requirements.
9. Federal Annual Listing of Obligated Projects.
10. CMAQ Annual Obligation report.
11. Additional STIP revisions.
12. CMAQ Call for Projects in 2022 or 2023, if necessary.

Tasks

Task	Description and Responsible Party	% of Work
501.1	Review California Transportation Commission Fund Estimates and policies <ul style="list-style-type: none"> <li>Review State funding estimates and policy guidelines and updates.</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023 through fall 2023)	2%
501.2	Review Caltrans IIP and solicit local agency input <ul style="list-style-type: none"> <li>Review State transportation planning and coordinate with local agencies.</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023 - as needed/required through entire Fiscal Year, as requested by State and local agencies)	3%
501.3	Complete preparation of 2023 FTIP and Air Quality Conformity Documents and amend 2021 FTIP, as needed <ul style="list-style-type: none"> <li>Complete preparation of 2023 FTIP and Air Quality Conformity Analysis for the 2023 FTIP and 2022 RTP. Continue to amend the 2021 FTIP on an as needed basis.</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023 - as needed/required through entire Fiscal Year, as requested by State and local agencies)	60%
501.4	Coordination of FTIP and RTP <ul style="list-style-type: none"> <li>Ongoing coordination of the 2021 FTIP and 2018 RTP and the 2023 FTIP and 2022 RTP.</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023 - as needed/required through entire Fiscal Year)	10%
501.5	Prepare, submit, and upload various CMAQ Reports <ul style="list-style-type: none"> <li>Prepare annual reports for the CMAQ Program and input to Federal database.</li> </ul> Responsible Party: MCTC Staff (4 Quarter 2022)	7%
501.6	Prepare and submit AB 1012 Report <ul style="list-style-type: none"> <li>Prepare and submit annual AB 1012 Report to Caltrans Division of Local Assistance on status of CMAQ obligations for the Fiscal Year. Coordinate with local agencies.</li> </ul> Responsible Party: MCTC Staff (1 Quarter 2023)	5%
501.7	Participate in Statewide CFPG and Program CTIPS <ul style="list-style-type: none"> <li>Participate in the California Federal Programmers Group and program the FTIP utilizing the Caltrans CTIPS database.</li> </ul>	4%

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

	Responsible Party: MCTC Staff (July 2022 to June 2023 through entire fiscal year)	
501.8	Prepare Annual Listing of Federal Projects <ul style="list-style-type: none"> <li>Prepare and post the Annual Listing of Federal Projects that obligated funds during the prior Federal fiscal year.</li> </ul> Responsible Party: MCTC Staff (4 Quarter 2022)	3%
501.9	CMAQ Call for Projects <ul style="list-style-type: none"> <li>Conduct a CMAQ Call for Projects (if necessary) for the 2023 FTIP. Solicit and evaluate proposals from local agencies. Approve projects and amend into FTIP.</li> </ul> Responsible Party: MCTC Staff (August 2022 to June 2023)	6%
Total		100%

FTE: .52

501 Transportation Program Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	20,189	Direct Wages/Benefits plus Indirect:	176,013
MCTA			
FHWA-PL	155,824		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	176,013		
Total:	176,013	Total:	176,013



## Work Element 502 Project Coordination and Financial Programming

---

### Objective

To prioritize regional transportation projects by monitoring State and Federal funding requirements, including existing and proposed regulations and through coordination with local agencies to establish priorities according to accepted performance measures.

### Discussion

Senate Bill 45 provides opportunities for regions to utilize State funding (STIP) for improvements to State highways and local streets and roads. Regional Transportation Planning Agencies and local agencies have expanded responsibilities for project development, programming, and delivery and are expected to satisfactorily complete all procedural requirements pursuant to State and Federal regulations. This work element provides staff time dedicated to keeping current with all State/Federal regulations affecting project delivery and working with local agencies to ensure that project work activities are responsive to these requirements, are timely, and are processed correctly. Local agencies are responsible for normal engineering and environmental work activities related to project delivery but are expected to coordinate closely with MCTC staff to ensure that required work activities and products satisfy current State/Federal requirements and are consistent with the Regional Transportation Plan.

It is anticipated that projects will be advanced by local agencies from the priority list of projects in the Regional Transportation Plan. These projects must have a completed Project Study Report, prepared by the implementing agency (City of Chowchilla, City of Madera, and County of Madera), prior to proceeding to programming. Once programmed, there are various applications for funds which must be processed as well as requirements for the timely use of funds. State/Federal requirements change in response to new legislative initiatives such as the IJJA, FAST Act, and Senate Bill 45, and as guidelines are developed and modified to respond. Rather than have each MCTC member agency try to keep current with all requirements, this work element provides a staff resource to be utilized by each agency with emphasis on those activities related to responding to State/Federal agency requirements.

### Previous Work

1. Planning, Programming, and Monitoring of STIP projects.

### Product

1. Project transportation planning and programming support services.
2. Prioritization and financial cash flow analysis.

Tasks

Task	Description and Responsible Party	% of Work
502.1	Federal/State Project Programming and Delivery Requirements <ul style="list-style-type: none"> <li>Review and maintain Federal/State programming and delivery requirements.</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	20%
502.2	Work with Local Agencies on Federal/State Project Programming and Delivery Requirements <ul style="list-style-type: none"> <li>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.</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	30%
502.3	Prioritize Projects in FTIP and RTP <ul style="list-style-type: none"> <li>Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis.</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	45%
502.4	Evaluate State Funding Programs for Applicability and Implementation <ul style="list-style-type: none"> <li>Evaluate Strategic Growth Council's Affordable Housing and Sustainable Communities Program and other State funding programs for applicability and implementation in Madera County.</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
	Total	100%

FTE: .12

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

502 Project Coordination and Financial Programming

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	33,139
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM	33,139		
Other			
Subtotal	33,139		
Total:	33,139	Total:	33,139

## Data Services, Forecasting, and Modeling

---

601 Travel Demand Model Management

602 Air Quality Modeling

603 GIS and Mapping Resources

604 Performance Management and Data Development

605 Regional Traffic Monitoring Program

## Work Element 601 Travel Demand Model Management

---

### Objective

To maintain a regional travel demand model for support in transportation and air quality planning activities.

### Discussion

The Madera County travel demand model was initially developed in 1993-94 with major updates in 2001, 2012, 2015, and 2019. It was last updated as part of the San Joaquin Valley Model Improvement Program (MIP) utilizing the Cube Base/Voyager software system. The model has been updated to a new base year of 2018.

MCTC participated in the San Joaquin Valley Model Improvement (MIP) Plan which updated all the San Joaquin Valley transportation demand models. As a result, the new transportation demand model has been updated to improve its sensitivity to smart growth strategies and improve interregional travel estimates. These improvements were required to respond to the requirements of Assembly Bill 32, the Global Solutions Warming Act of 2006, and Senate Bill 375 which requires the development of a Sustainable Community Strategy (SCS) in our Regional Transportation Plan (RTP). An update to the MCTC MIP model took place in 2015 and was utilized for amending the 2014 RTP/SCS and developing and amending the 2018 RTP/SCS.

The MCTC MIP model with 2010 base year and 2040 analysis year was used for the 2014 RTP/SCS process as the basis for scenario evaluation through performance measures. The Madera CTC MIP Model was approved with the 2014 RTP/SCS in July 2014. An update to the MCTC MIP model took place in 2015 and was utilized for amending the 2014 RTP/SCS and developing and amending the 2018 RTP/SCS.

The current MCTC Model was updated by Elite Transportation Group. The update advanced the base year to 2018, applied latest planning assumptions related to travel behavior, and improved mode choice with more robust transit network modeling. The model was be utilized for activities supporting the development of the 2022 RTP/SCS and 2023 FTIP.

The model is used in support of traffic analyses for plans, programs, and projects carried out by the City of Chowchilla, the City of Madera, Madera County, Tribal Governments, and Caltrans. In addition, the model is used by Madera County as the basis for its traffic impact fee program. This work element provides for network database maintenance (i.e., reflecting newly constructed roads) and enhancements necessary to provide air quality modeling capabilities as well as support for ongoing streets and roads planning.

SB 743 (2013), requires that the existing metric of Level of Service (LOS), used in measuring

transportation impacts in CEQA, be replaced with Vehicle Miles Travelled as a metric of analysis. MCTC has and continues to coordinate with local agencies and state staff regarding this change taking effect on July 1, 2020. The MCTC Model was updated with SB 743 in mind so it may serve as an adequate tool towards required travel analysis and impacts for the environmental review of projects in the Madera Region. MCTC staff will continue to collaborate with its partners to ensure the model is in a state to best assist local governments with the implementation of SB 743. Staff will provide technical assistance for using the traffic model to assess VMT analysis.

MCTC, through the On-Call Technical Services and Modeling Program, developed an external trip projection table to be utilized for modeling activities related to the development of the 2022 RTP/SCS and 2023 FTIP. The tables were built utilizing data from the California Statewide Travel Demand Model.

This element also includes the costs for maintenance of the modeling software itself in addition to providing for on-call technical planning/modeling consultant support to address technical planning and modeling issues as they may arise. Staff regularly assists with project specific modeling assistance including select zone and link analysis.

Air quality issues are increasingly driving traffic model application. The San Joaquin Valley transportation planning agencies have jointly sponsored a comprehensive review of modeling needs within the valley with the intent of identifying a strategic plan for model development to satisfy air quality requirements. By an agreement executed in 1999 between the San Joaquin Valley Regional Transportation Planning Agencies and the California Air Resources Board, a new modeling software platform has been implemented. The software represents a significant improvement in the state of the art and is expected to provide a higher level of information for use in ongoing air quality planning activities.

MCTC prepared the model with latest planning assumptions for use in the 2022 RTP/SCS and 2023 FTIP modeling activities. These assumptions include a regional growth forecast that includes population, households, employment, housing units, school enrollment, etc. by the year 2046.

## Previous Work

1. Developed and updated latest planning assumptions for traffic analysis zones, land use assumptions and model network for 2022 RTP/SCS and EIR projects and Federal air quality conformity determinations for various criteria pollutants
2. Provided data for various transportation planning studies.
3. 2019 Madera Travel Demand Model Update
4. SB743 VMT Postprocessing Tool
5. 2022 RTP/SCS Scenario Modeling
6. 2023 FTIP and 2022 RTP/SCS and EIR Conformity Modeling

## Product

1. Create Model Runs for Significant RTP and FTIP Amendments
2. Provide Modeling Data and Assistance

## Tasks

Task	Description and Responsible Party	% of Work
601.1	<p>RTP/SCS Model Data</p> <ul style="list-style-type: none"> <li>• Utilize modeling output data from the preferred RTP/SCS scenario to assist in the development of new transportation plans, policies, or programs as needed.</li> </ul> <p>Responsible Party: MCTC Staff (July 2022 to October 2023)</p>	40%
601.2	<p>Additional Local Agency and Partner Modeling and Technical Support</p> <ul style="list-style-type: none"> <li>• Assist local agencies with modeling assistance where needed</li> <li>• Provide model data as requested to state and Federal partners</li> </ul> <p>Deliverable: Model run output data Responsible Party: MCTC Staff (July 2022 to June 2023)</p>	30%
601.3	<p>Additional Model Runs for Significant Amendments of the RTP and FTIP</p> <ul style="list-style-type: none"> <li>• When needed, Run model for significant amendments of the RTP and FTIP</li> </ul> <p>Deliverable: Model input or output data Responsible Party: MCTC Staff (July 2022 to June 2023)</p>	30%
	Total	100%

FTE: .22

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

601 Travel Demand Model Management

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	5,907	On-call Consultant	50,000
MCTA		Traffic Model Support	1,500
FHWA-PL	45,593		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	51,500	Subtotal	51,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	9,203	Direct Wages/Benefits plus Indirect:	80,232
MCTA			
FHWA-PL	71,029		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	80,232		
Total:	131,732	Total:	131,732



## Work Element 602 Air Quality Modeling

---

### Objective

To maintain an ongoing coordinated transportation/air quality planning process consistent with the goal of attaining and maintaining Federal and State air quality standards.

### Discussion

Ongoing air quality planning incorporates all activities necessary to ensure compliance with Federal and State air quality standards. The United States Environmental Protection Agency (EPA) has designated the entire San Joaquin Valley Air Basin as an “Extreme” 8-Hour Ozone, PM 2.5 non-attainment area, and a PM 10 attainment/maintenance area. MCTC participates with the eight San Joaquin Valley Transportation Planning Agencies, the San Joaquin Valley Air Pollution Control District (Air District), and State and Federal agencies to proactively address air quality issues. Focus is maintained on support of improved technical analyses of transportation related issues, development of effective transportation control measures, and addressing the overall air quality problem through staying informed and engaged in a broad range of efforts to identify solutions. The San Joaquin Valley Interagency Consultation Group (IAC) serves as the conduit for interagency consultation required for air quality conformity determinations and for coordinating member agency commitments to implement TCMs consistent with the approved attainment demonstration plans.

The Air District holds primary responsibility for development and adoption of attainment plans for the San Joaquin Valley. The eight Valley transportation planning agencies and the Air District have developed a coordinated, cooperative, and consistent planning process through a joint Memorandum of Understanding (MOU). An annual “Work Plan” provides for coordination of work items including (1) submission of Vehicle Miles Traveled (VMT) forecasts for development of emission budgets, (2) updating of attainment demonstration plans, (3) joint evaluation of TCMs, and other opportunities to work jointly on projects or studies that address air quality improvement.

Traditional control methods directed at stationary and mobile sources are reportedly reaching their limits of effectiveness. It is, therefore, necessary to review and broaden assignment of responsibility for the quality of our air. Local government control measures are being implemented to address areas under the jurisdiction of local government. Additionally, as transportation choices made by the general public can significantly affect emissions from motor vehicles, education of the general public regarding effects of behavioral patterns is critical. MCTC coordinates and advises in the development of local government control measures and encourages conscientious travel choices. Pertinent air quality information is disseminated directly to the local tribal governments and MCTC staff is made available to assist with air quality requirements.

The San Joaquin Valley MPO Directors continue joint funding for a valley-wide air quality coordinator, responsible to the Directors, to ensure that air quality conformity and related modeling within the Valley is accomplished on a consistent and timely basis consistent with the requirements of MAP-21 and the FAST Act. The Federal Clean Air Act requirements are complex and require continual monitoring of changes and interpretations of the requirements. Increased involvement in technical analyses of plans, programs, and projects has been necessary during the last several years to ensure compliance. MCTC remains involved in the air quality conformity process through participation in statewide and regional workshops and committees (i.e., EMFAC 2017, etc.).

The EMFAC model developed by CARB plays an important role in analyzing impacts to air quality caused by travel behavior in the Madera Region. The model creates an inventory of various vehicle types operating throughout the state by specific region. This inventory includes low-emission and zero-emission vehicles (ZEV). The EMFAC model projects the expected market integration ZEV in the Madera Region for MCTC state AND federal air quality analysis. MCTC has demonstrated its transportation planning related air quality impacts conform to the Ozone, PM 2.5, and PM 10 standards. The MCTC Policy board acknowledged these findings and directed MCTC staff to forward the results of the analysis to appropriate state and Federal authorities who concurred with the findings.

In 2019 Safer Affordable Fuel Efficient (SAFE) Rule 1 was presented for rulemaking by the U.S. Environmental Protection Agency (EPA) and U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA). The rule was finalized in 2019 revoking California's authority to implement the Advanced Clean Cars and ZEV mandates. CARB staff was able to develop an adjustment to the EMFAC model to account for the change. MCTC staff will continue to monitor the status of the SAFE Rule under new administration and assist CARB staff where needed with refinement to the EMFAC model resulting from any changes to the status of the SAFE rule.

MCTC staff have established the latest planning assumptions to be utilized in the development of the 2022 RTP/SCS and EIR and the 2023 FTIP modeling activities. Staff will utilize data output from various analysis years to prepare air quality emissions analysis for SB 375 and to demonstrate Federal air quality conformity. Modeling data output from various projection years and scenarios will be converted into EMFAC14 model inputs. The EMFAC14 model will be run to create detailed emission data upon which to develop emissions analysis for SB 375 and Federal air quality conformity requirements.

Staff will coordinate with CARB regarding the preparation of the SCS Evaluation Report for the 2022 RTP/SCS. This report will document the technical data supporting the successful implementation of an SCS plan for the Madera region able to demonstrate compliance with SB 375 greenhouse gas reduction mandates.

## Previous Work

1. Federal Air Quality Conformity Analysis Corresponding to the 2021 FTIP

2. 2015 Ozone Conformity Analysis, 2019 FTIP Amendment No. 3 (Type 5 – Formal), 2018 RTP Amendment No. 1
3. Federal Air Quality Conformity Analysis Corresponding to the 2018 RTP/SCS and EIR and 2019 FTIP
4. Emissions Analysis for the 2018 RTP/SCS and EIR as required for SB375
5. 2022 RTP/SCS and EIR Emissions Analysis as required for SB375
6. 2023 FTIP, 2022 RTP/SCS and EIR, Corresponding Conformity Analysis

### Product

1. SCS Evaluation Report for the 2022 RTP/SCS
2. Hot-Spot Analysis, other airy data in support of emissions/air quality planning
3. Federal Air Quality Conformity Analysis for Significant Amendments of the RTP or FTIP

### Tasks

Task	Description and Responsible Party	% of Work
602.1	SCS Evaluation Report for CARB staff in support of an effective and implementable SCS able to comply with GHG reduction mandates per SB 375 <ul style="list-style-type: none"> <li>• Prepare SCS data table</li> <li>• Prepare SCS compliance report</li> </ul> Deliverable: SCS Evaluation Report Responsible Party: MCTC Staff (July 2022 to March 2023)	65%
602.2	Multi-Agency Coordination for Air Quality Planning Activities <ul style="list-style-type: none"> <li>• Participate with Interagency Consultation (IAC) group on technical matters related to Air Quality analysis</li> <li>• Work with SJVAPCD and other agencies to determine if there are traffic control measures, reasonably available control measures and/or best available control measures able to be pursued for congestion or inclusion is attainment demonstrations</li> </ul> Responsible Party: MCTC Staff, Consultant (July 2022 to March 2023)	5%
602.3	Assist Local Agencies and State and Federal Partners with Air Quality Analysis Technical Support <ul style="list-style-type: none"> <li>• Assist local agencies with Hot-spot emissions assessment as needed.</li> <li>• Provide model data as requested to state and Federal partners in support of emissions/air quality planning</li> </ul> Deliverable: Model run, model output data Responsible Party: MCTC Staff (July 2022 to June 2023)	15%

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

602.4	Prepare Air Quality Conformity Determination for new SIP standards or Significant Amendments to the RTP and FTIP <ul style="list-style-type: none"> <li>Prepare new Conformity Determination</li> </ul> Deliverable: Conformity Determination Responsible Party: MCTC Staff (July 2022 to June 2023)	15%
Total		100%

FTE: .27

602 Air Quality Modeling

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Air Quality Consultant	9,000
MCTA			
FHWA-PL	7,968		
FTA-Section 5303			
STIP - PPM	1,032		
Other			
Subtotal	9,000	Subtotal	9,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	94,956
MCTA			
FHWA-PL	84,065		
FTA-Section 5303			
STIP - PPM	10,891		
Other			
Subtotal	94,956		
Total:	103,956	Total:	103,956

## Work Element 603 GIS and Mapping Resources

---

### Objective

To develop and maintain a database of regional planning information for use in support of all transportation planning activities of MCTC. The database includes information on regional demographics, streets and highways inventories including congestion management issues, transit systems and services, rail, aviation, and non-motorized facilities.

### Discussion

MCTC has developed several planning databases in support of regional transportation planning activities. These include demographic projections for use in traffic modeling and air quality analysis; an inventory of regionally significant roads (including all State highway facilities); and land use and zoning summaries. This information is maintained in computer files using database managers as well as in MCTC's geographic information system (GIS).

This work element provides for the continuing maintenance and development of these databases. GIS training and continued development of a GIS program are ongoing tasks. Focus will be on refining information related to defining road infrastructure needs as well as incorporating demographic data as available from the 2020 Federal census.

All databases will be made available to Caltrans upon request for use in meeting statewide management system requirements as well as statewide traffic modeling needs.

As a component of the Madera County 2010 Traffic Model Update, the MCTC regional planning database was updated and validated. The existing land use database was updated using available data sources and future land use projections were developed using two different methods. The GIS database was also updated, and an integrated spatial projection created for MCTC GIS data was created.

After the adoption of the 2018 RTP/SCS, the MCTC regional modeling planning database was reviewed for accuracy and updated and validated as needed with assistance from traffic engineering and modeling consultants. Additional review and refinement occurred during the most recent MCTC model update in 2019.

After the adoption of the 2018 RTP/SCS and subsequent Environmental Document, MCTC staff began the process of updating various data sets used in the planning process related to baseline condition assumptions and long-range travel forecasting. These new data sets will be utilized for planning documents and technical modeling and reporting tools.

MCTC participates on the Madera County GIS Users Group which was formed by Madera County GIS staff. The intent of the GIS User Group is to increase coordination and communication among GIS users throughout the region and to review and make recommendations on items brought forth pertinent to activities members of the group are engaged in.

MCTC updates the significant roadway network as needed to run new air quality analysis for new or amended RTP and FTIP roadway projects. The most recent RTP amendment incorporated new roadway configurations and project open to traffic dates for the future improvements along the State Route 41 corridor. The significant roadway network is used in the modeling process for travel volumes and air quality analysis. Additional review and refinement occurred during the most recent MCTC model update in 2019.

The eight MPOs in the San Joaquin Valley will collaborate on a data collection project in fiscal year 2021/2022. The San Joaquin Valley Household Travel Survey will collect data for the eight counties, including household demographic information, travel patterns, and trip-making characteristics. The data will be used in estimation, calibration, and validation of the travel demand models owned by the eight Valley MPOs. These models are a critical tool for planning activities at local, regional, state, and federal levels, such as RTP/SCS development, conformity, transportation corridor studies, environmental justice analysis, SB 743 VMT analysis under CEQA, impact fee nexus studies, and transit service planning.

The Valley MPOs will sponsor the survey, with involvement from Caltrans District 6 and 10 staff, as Caltrans uses the Valley MPO's models in the design and planning of state facilities. HCD will also be a partner in the survey as they will be sponsoring a supplemental housing survey as an add-on of the travel survey. The data and a final report with detailed travel characteristics summarized for each county will be developed at the conclusion of the project and provided to each Valley MPO.

## Previous Work

1. Developed demographic projections by TAZ for 2042 in support of the 2018 RTP/FTIP
2. Developed basic inventory of regionally significant roads with geographic keys
3. Established database structure for roads inventory
4. Provided GIS training for employees
5. Developed basic inventory of regionally significant roads with geographic keys.
6. Established database structure for roads inventory.
7. Provided GIS training for employees.
8. Developed GIS database for Madera County housing units by TAZ based upon the 2010 Census demographics at the block level.
9. Developed layer and database of disadvantaged communities for use in funding applications.
10. MCTC staff coordinated with local agencies to acquire bicycle and pedestrian counts within disadvantaged communities to be used in the database for use in

- funding applications.
11. Developed database of transit routes and stops.
  12. Developed VMT Screening map.
  13. Developed traffic monitoring database.

## Product

1. 2022 San Joaquin Valley Household Travel Survey
2. Maintenance of GIS databases and related map layers for use by local agencies, tribal governments, and the State for describing existing conditions on transportation facilities within Madera County.
3. Maintenance of demographic database for Madera County with projections by TAZ as needed to support air quality analysis requirements for amendments to the 2018 RTP and 2019 and 2021 FTIPs.
4. Continuous coordination with local agencies, neighboring counties, and Caltrans.
5. Continuous GIS training for MCTC staff.

## Tasks

Task	Description and Responsible Party	% of Work
603.1	Madera County GIS User Group Meeting (Monthly) Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
603.2	SJV Household Travel Survey – Project Oversight and Assistance Project deliverables to be provided by Project Managers (Fresno COG Staff): <ul style="list-style-type: none"> <li>• Request for proposals, proposal scoring sheet</li> <li>• Kick-off meeting notes</li> <li>• Draft survey methodology and instrument design report, Draft survey questionnaire</li> <li>• Draft Sampling Design Report</li> <li>• Written report about interviewer training. Survey pilot/pretest procedure and evaluation, final instrument design and procedures</li> <li>• Public outreach plan, outreach materials, such as social media ads, bilingual flyers, website announcements, eblasts, etc.</li> <li>• Memo detailing the procedure for administering the survey, notes from weekly meetings with project manager, preliminary analysis of the quality of data and oversampling recommendation</li> <li>• Memo documenting weighting and data expansion methodology, processed data for each Valley COG</li> <li>• Draft report with survey results for each of the eight counties in the Valley, final report with survey results for each of the eight counties in the Valley, data delivered to the MPOs in electronic format, presentations to COG Directors Committee, Fresno COG's TTC/PAC, and Policy Board</li> </ul> Responsible Party: Project Managers, Consultant, MCTC Staff	25%

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

	(July 2022 to June 2023)	
603.3	Maintain Layer Data and Database Responsible Party: MCTC Staff (July 2022 to June 2023)	25%
603.4	Maintain Layer and Database for Bridges Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
603.5	Maintain Layer and Database for Bicycle Pedestrian, and Transit Networks Responsible Party: MCTC Staff (July 2022 to June 2023)	15%
603.6	Maintain Administrative Layers for Land Use and Zoning Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
603.7	Maintain Layer and Database for Disadvantaged Communities Responsible Party: MCTC Staff (July 2022 to June 2023)	15%
	Total	100%

FTE: .19

603 GIS and Mapping Resources

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		GIS Support	4,500
MCTA			
FHWA-PL	3,984		
FTA-Section 5303			
STIP – PPM	516		
Other			
Subtotal	4,500	Subtotal	4,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	60,873
MCTA			
FHWA-PL	53,891		
FTA-Section 5303			
STIP – PPM	6,982		
Other			
Subtotal	60,873		
Total:	65,373	Total:	65,373



## Work Element 604 Performance Management and Data Development

---

### Objective

Development of transportation performance measures (PM) and targets as part of the Regional Transportation Planning Process.

### Discussion

The MAP-21 and FAST Acts established new performance management requirements to ensure that MPOs improve project decision-making through performance-based planning and programming to choose the most efficient investments for Federal transportation funds. The performance measures (PM) for the Federal highway programs include:

PM 1: HSIP and Safety Performance

PM 2: Pavement and Bridge Condition Performance

PM 3: System Performance/Freight/CMAQ Performance

Performance Measure 1: The Safety PM Final Rule supports the data-driven performance focus of the HSIP and establishes five performance measures to carry out the HSIP: the five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million VMT, (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries. These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

The reporting cycle for the Safety PM is annual and there are no penalties for not meeting targets.

Performance Measure 2: MAP-21 and subsequent Federal rulemaking established Federal regulations that require the development of a Transportation Asset Management Plan (TAMP) and the implementation of Performance Management. These regulations require all states to utilize nationally defined performance measures related for pavements and bridges on the National Highway System (NHS). The Bridge and Pavement Performance Management Final Federal Rule established six performance measures related to the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the National Highway Performance Program (NHPP) to assess pavement and bridge condition. The specific performance measures are:

- Pavement Performance of the NHS
  - Percentage of Interstate pavements in Good condition
  - Percentage of Interstate pavements in Poor condition

- Percentage of non-Interstate pavements in Good condition
- Percentage of non-Interstate pavements in Poor condition
- Bridge Performance of the NHS
  - Percentage of NHS bridges in Good condition
  - Percentage of NHS bridges in Poor Condition

MCTC will establish targets for these measures within 180 days of the State establishing targets. MCTC must establish 2 and 4-year targets for these measures and agree to plan or program projects so that they contribute toward accomplishment of the State performance targets or by establishing quantifiable targets for these measures for the MPA.

Performance Measure 3: Seven performance measures related to the performance of the Interstate and non-Interstate National Highway System were also established for the purpose of carrying out the NHPP; to assess freight movement on the Interstate System; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The measures are:

- Performance of the NHS:
  1. Percent of the person-miles traveled on the Interstate that are reliable (referred to as the Interstate Travel Time Reliability measure).
  2. Percent of person-miles traveled on the non-interstate NHS that are reliable (referred to as the Non-Interstate Travel Time Reliability measure).
  3. Percent change in tailpipe CO2 emissions on the NHS compared to the calendar year 2017 level (referred to as the Greenhouse Gas (GHG) measure). This measure was repealed on May 31, 2018.
- Freight Movement on the Interstate System:
  4. Truck Travel Time Reliability (TTTR) Index (referred to as the Freight Reliability measure).
- CMAQ Program Traffic Congestion:
  5. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (PHED measure).
  6. Percent of Non-Single Occupancy Vehicle (SOV) Travel.
- CMAQ On-Road Mobile Source Emissions:
  7. Total Emissions Reduction.

The measure's applicability and reporting requirement depend on each MPA location and size.

The U.S. Department of Transportation encourages state DOTs and MPOs to further develop and implement a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

The performance-based planning activities require regular coordination with Federal, State, and local agency officials; outreach to local stakeholders; identification of available data sources, data collection; identification of reasonable and achievable

targets, development of a monitoring plan and reporting process; and integration of the performance-based approach into planning and programming processes and plans. MCTC coordinated with State and local partners to establish regional targets for all three Performance Measures: PM 1, 2, and 3, as applicable. MCTC will continue to coordinate with Federal, State, and local agencies to the maximum extent practicable. MCTC targets were reported to Caltrans, which must be able to provide the targets to FHWA, upon request. MCTC will continue to monitor.

### Previous Work

1. Retained Consultant to develop baseline safety data and targets for safety performance measures.
2. Established performance targets for PM 1, 2, and 3 and report processes with local agencies.
3. Signed target reporting agreements with Caltrans for PM1, and mid-performance updates for PM2.
4. Signed agreements with local jurisdictions to reflect inclusion of performance target coordination, setting, and report processes.
5. Safety Performance Targets incorporated into the 2018 Regional Transportation Plan.

### Product

1. Annual Safety targets (PM 1) setting for the region.

### Tasks

Task	Description and Responsible Party	% of Work
604.1	<p>Coordination Activities</p> <ul style="list-style-type: none"> <li>• Coordinate with FHWA and Caltrans regarding Federal and State requirements. Caltrans conducts periodic assessment of target goals during their mid-performance review setting. MCTC will participate and review targets as appropriate to help the state with its reviews.</li> <li>• Coordinate with local agencies in regard to data and target setting.</li> <li>• Collaborate with local agency representatives and other stakeholders regarding goals, objectives, measures and targets and the development of planning documents related to developing targets</li> <li>• Participation in Technical Advisory Group meetings for Performance Measures.</li> <li>• Participate in training, workshops, meetings, and related activities</li> </ul> <p>Responsible Party: MCTC Staff (July 2022 to June 2023)</p>	45%
604.2	<p>Monitoring</p> <ul style="list-style-type: none"> <li>• Monitor PM1 performance targets</li> <li>• Monitor PM2 performance targets and report processes for local agencies for</li> </ul>	45%

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

	performance measures. <ul style="list-style-type: none"> <li>• Monitor PM3 performance targets</li> <li>• Monitor State and Federal guidance related to performance measures.</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	
604.3	Target Setting <ul style="list-style-type: none"> <li>• Annually establish PM1 performance targets</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
	Total	100%

FTE: .12

604 Performance Management and Data Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	35,820
MCTA			
FHWA-PL	31,711		
FTA-Section 5303			
STIP – PPM	4,109		
Other			
Subtotal	35,820		
Total:	35,820	Total:	35,820

## Work Element 605 Regional Traffic Monitoring Program

---

### Objective

To maintain the Madera County Traffic Monitoring Program as a source of current traffic information for use by local agencies, tribal governments, and the public, and as a validation tool for the county wide traffic model and VMT monitoring requirements.

### Discussion

MCTC utilizes contracts with survey professionals to conduct traffic counts, and MCTC then prepares the Traffic Monitoring Program report. Staff and the consultant developed a standardized quadrennial regional count program with the assistance from the local agencies.

MCTC also maintains the regional traffic monitoring program as a source of data to support traffic modeling activities. The Madera County Traffic Monitoring report is published annually to provide local planners and the public with up-to-date information about travel characteristics on the streets and highways system. Counts taken pursuant to this program are according to an established schedule and are not intended to supplant local agency count programs.

#### Highway Performance Monitoring System (HPMS)

The HPMS is a nationally recognized highway information system that collects and analyzes data on the extent, condition, performance, use and operating characteristics of the Nation's highways. Annually, local agencies, through their MPO, are requested to provide sample data on arterials and collectors for inclusion in the HPMS. MCTC coordinates the data submission to Caltrans.

### Previous Work

1. Published Madera County Traffic Monitoring – 2021 Annual Report.
2. Developed a quadrennial Regional Traffic Count program to enhance the calibration of the MCTC Travel Demand Model.
3. Speed studies, accident diagrams, and traffic warrants as required.

### Product

1. Madera County Traffic Monitoring – 2022 Annual Report.
2. Traffic counts.
3. HPMS data submission to Caltrans.

Tasks

Task	Description and Responsible Party	% of Work
605.1	Traffic Counts <ul style="list-style-type: none"> <li>Conduct traffic counts at various locations</li> </ul> Responsible Party: Consultant (April 2023 to May 2023)	70%
605.2	Traffic Monitoring Support <ul style="list-style-type: none"> <li>Provide traffic monitoring support to local agencies, including tribal governments</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	15%
605.3	Data Collection <ul style="list-style-type: none"> <li>Collect data from local agency and Caltrans traffic county programs</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
605.4	HPMS Data Submission <ul style="list-style-type: none"> <li>Coordinate the submission of HPMS data to Caltrans from local agencies as required</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
	Total	100%

FTE: .04

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

605 Regional Traffic Monitoring Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant – Traffic Counts	8,600
MCTA			
FHWA-PL	6,640		
FTA-Section 5303			
STIP - PPM	860		
Other			
Subtotal	8,600	Subtotal	8,600
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	11,039
MCTA			
FHWA-PL	10,479		
FTA-Section 5303			
STIP - PPM	1,358		
Other			
Subtotal	11,039		
Total:	19,639	Total:	19,639

## Public Participation Program

---

701 Public Participation Program

150.1 Public Outreach Coordination



## Work Element 701 Public Participation Program

---

### Objective

To develop and maintain an ongoing program with assistance from the public to provide effective public participation in development of MCTC's plans, programs, and decision-making process, consistent with Federal transportation legislation requirements. MCTC Staff will provide public with information on activities, meetings, planning documents and reports, and to seek input from the public on MCTC's planning activities and will utilize a consultant where necessary. Special emphasis is placed on public participation from environmental justice communities.

### Discussion

The Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users – SAFETEA-LU placed emphasis on the need for the transportation planning process to provide an adequate opportunity for participation by interested citizens and consult with the Native American Tribal Governments (North Fork Rancheria and the Picayune Rancheria of the Chukchansi Indians). The Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users – SAFETEA-LU required an early, proactive, and continuing public involvement in the transportation planning process and allow 45 days for public comment and review. The process should provide complete information, timely public notice, full public access to key decisions, and support early and continuing public involvement in developing plans and programs.

This work element develops the structure for both a formal participation program and exploring alternative methods for providing public information about MCTC activities. Improved information access should lead to more public involvement and improved decision making. Early public participation from stakeholders and diverse interests are important and considered in identifying regional transportation problems and issues, and in the development of recommended solutions during project planning and development.

Public hearings, workshops, and meetings will be conducted as required. Due to the current coronavirus pandemic, these meetings and workshops are primarily being conducted virtually using the GoToMeeting software and other platforms. Public hearings and workshops are advertised in local newspapers, on the MCTC website, and outreach for special events utilizing social media, fliers, mailings, postings, libraries, social centers, and newsletters. Most public hearings and workshops will be advertised 30-45 days in advance. MCTC will hold public hearings, workshops, and meetings to solicit input from the public on transportation planning issues in the Madera County area, such as: Unmet Transit Needs Public Hearing; Regional Transportation Plan Workshops; Section 5310 Grant opportunities; Adoption of Federal Transportation Improvement Program; Adoption of Regional Transportation Improvement Program; Air Quality Conformity Determinations; Transportation Control Measures; Active Transportation Plan; Short-Range Transit Plan; and other regional planning issues. Input received will be incorporated into the work

products developed by staff for recommendation to the Policy Board for review, acceptance established by the Ralph M. Brown Act (Government Code sections 54950-54962) and the Americans with Disabilities Act.

MCTC staff developed a countywide list of low-income, minority, environmental justice, disadvantaged communities, Native American, elderly, and disabled organizations to better target traditionally underserved groups (i.e., elderly, disabled, low income and minority, African American, Hispanic, Asian American / Alaskan Native, and Pacific Islander). Additionally, for the Regional Transportation Plan (RTP) update, staff held a specific workshop within the City of Madera to address traditionally underserved communities.

MCTC staff updated the Public Participation Plan (PPP) in 2020 per Federal requirements. The Plan documents MCTC's procedure to allow for public input in the development of MCTC's plans and programs. The current PPP is on display at the MCTC office and website.

Title VI and Environmental Justice: Pursuant to 23 CFR 450.316(b)(1), the Federal Highways Administration expects Metropolitan Planning Organizations to have a proactive public involvement process that seeks out and considers the needs of those traditionally underserved groups (i.e. elderly, disabled, low income and minority, African American, Hispanic, Asian American, American Indian, / Alaskan Native, and Pacific Islander) by existing transportation systems, including but not limited to low-income and minority households (23 CFR 450.316(b)(1)(vi)). Staff evaluated the distribution of low-income and minority household benefits and burdens associated with the current transportation planning process and its outcomes. The analysis is detailed in the Environmental Justice Policy and Procedures documents, which was adopted in FY 2014.

Executive Order 12898, Federal Actions to Address Environmental Justice for Minority Populations and Low-Income Populations, mandates that Federal agencies make achieving environmental justice part of their missions. This order requires that disproportionately high and adverse human health or environmental effects on minority and low-income populations be identified and addressed to achieve environmental justice. Minority populations are defined in the order as African-American, Hispanic, Asian/Pacific Islander, American Indian and Alaskan Native. Low-income populations are defined in the order as persons whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines.

Executive Order 13175 requires agencies to consult and coordinate with local tribal governments. MCTC staff does notify and consult local tribes in Madera County and as needed in the neighboring counties of our planning activities. Tribes in Madera County are invited to participate in MCTC's technical advisory meetings.

Executive Order 13166 states that people who speak limited English should have meaningful access to federally conducted and federally funded programs and activities. It requires that all Federal agencies identify any need for services and implement a

system to provide those services so all persons can have meaningful access to services. MCTC takes steps to solicit input from non-English speaking residents of Madera. Public notices and flyers advertising particular public hearings are translated into Spanish, as well as subsequent documentation. When warranted or requested, a Spanish language interpreter is made available for public hearings.

MCTC updated its Public Participation Plan (PPP) in preparation for the development of the 2018 RTP consistent with Federal transportation legislation requirements as well as new state requirements related to SB 375. The PPP delineates the mission of the MPO and establishes public involvement requirements and procedures for the development of the various stakeholder groups, regulatory agencies, and input from the general public. MCTC is committed to updating the PPP periodically to ensure that a collaborative interface is fostered and maintained with the public. The PPP was last updated in January of 2020 to more concisely direct Federal public engagement practices.

MCTC participated in The Central Valley Tribal Environmental Justice Project. The Project was a collaborative effort between the eight valley Councils of Governments (COGs) to develop a report containing tribal input on transportation, cultural preservation, participation in decision-making and environmental justice as part of the region's Blueprint process. MCTC has an assigned staff person to serve as a tribal liaison.

As a recipient of Federal dollars, MCTC is required to comply with Title VI of the Civil Rights Act of 1964 and ensure that services and benefits are provided on a non-discriminatory basis. MCTC has in place a Title VI Complaint Procedure, which outlines the process for local disposition of Title VI complaints and is consistent with guidelines found in the Federal Transit Administration Circular 4702.1B dated October 1, 2012. MCTC adopted a Title VI Plan with Limited English Proficiency (LEP) Plan in July 2014, the most recent updated March 2021.

## Previous Work

1. Document tribal government to government relations.
2. 2016, 2021 Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments
3. San Joaquin Valley Blueprint – Vision and Values and Locally Preferred Scenario workshops.
4. Participation in the Central Valley Environmental Justice Project.
5. Conducted extensive outreach efforts with environmental justice communities as part of the 2018 RTP and Unmet Transit Needs.
6. Title VI Analysis for the 2018 RTP.
7. 2015, 2018, 2021 Title VI Plan and Limited English Proficiency Plan.
8. 2020 MCTC Public Participation Plan.
9. MCTC Social Media Policy.

## Product

1. Document tribal government to government public participation.
2. Title VI Compliance and updates, as necessary.
3. Conduct extensive outreach efforts with environmental justice communities as part of the 2022 Unmet Transit Needs.
4. Maintain and improve MCTC website and social media pages.
5. Title VI Analysis for the 2022 RTP

## Tasks

Task	Description and Responsible Party	% of Work
701.1	MCTC Public Participation Plan Amendment <ul style="list-style-type: none"> <li>• Amend as necessary the MCTC Public Participation Plan to comply with Federal and State Requirements</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023 as needed)	15%
701.2	Provide Spanish Language Translation Responsible Party: MCTC Staff and Consultant (July 2022 to June 2023 as needed)	15%
701.3	Tribal Government Consultation <ul style="list-style-type: none"> <li>• MCTC Staff will Coordinate, Consult, Collaborate with tribal governments</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023 as needed)	15%
701.4	Continued Consultation Policy <ul style="list-style-type: none"> <li>• Continued MCTC Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023 as needed)	10%
701.5	Bicycle and Pedestrian Programs <ul style="list-style-type: none"> <li>• Encourage bicycle and pedestrian safety education programs</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023 as needed)	10%
701.6	Website and Social Media <ul style="list-style-type: none"> <li>• Maintain and improve website and social media to keep public informed about MCTC activities, public hearings, workshops, and meetings</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023 as needed)	15%

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

701.7	<p>Review CalEPA's EnviroScreen 4.0 and Other Analysis Tools</p> <ul style="list-style-type: none"> <li>Review CalEPA's EnviroScreen Version 4.0 and other relevant analysis tools as they relate to identifying disadvantaged communities, where they are concentrated and how the transportation planning process may impact these communities</li> </ul> <p>Responsible Party: MCTC Staff (July 2022 to June 2023)</p>	15%
701.8	<p>Madera Community College Collaborations</p> <ul style="list-style-type: none"> <li>Collaborate with the Madera Community College Center to engage student community outreach and education activities</li> </ul> <p>Responsible Party: MCTC Staff (July 2022 to June 2023)</p>	5%
Total		100%

FTE.20

701 Public Participation Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	3,097	Public Notices	5,000
MCTA		Translation Services	2,000
FHWA-PL	23,903	SJV Website	100
FTA-Section 5303		Other Outreach Costs	19,900
STIP - PPM			
Other			
Subtotal	27,000	Subtotal	27,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	6,080	Direct Wages/Benefits plus Indirect:	53,012
MCTA			
FHWA-PL	46,932		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	53,012		
Total:	80,012	Total:	80,012

## Work Element 150.1 Public Outreach Coordination

---

### Objective

The effectiveness of regional transportation planning and programming is contingent upon meaningful awareness and inclusive involvement of interested persons. A clear understanding of transportation options, issues and constraints helps induce participation to better identify projects and policies able to address community needs. A focused public involvement process to facilitate comprehensive and coordinated planning efforts will ensure effective broad-based participation in the development and review of regional plans and programs.

### Discussion

The MCTC staff will work with a consultant in developing new outreach strategies to update existing outreach guidelines and implement focused outreach activities and strategies for long-range regional transportation planning and programming efforts. The role of the selected contractor(s) will be to work with MCTC on several key areas of the comprehensive outreach process.

#### *MCTC Public Participation Plan Update*

The MCTC Public Participation Plan is a ground-up guide for how MCTC communicates and facilitates outreach in the region. MCTC staff will work with a consultant to develop updates for the plan to be adopted by the MCTC Policy Board.

The plan details MCTC's goals, strategies, and processes for providing the public and stakeholders with opportunities to understand, follow, and actively participate in the regional planning process. MCTC will use this plan as a guideline for developing outreach strategies for various programs that have a public outreach component.

Updating the Public Participation Plan will give MCTC the chance to reflect on best practices and take into consideration the ways communication and information-sharing have changed since the COVID-19 pandemic. The consultant will review and suggest new ideas to make the plan and public outreach process more inclusive, more accessible to a general audience, and more adaptable in anticipation of evolving technologies and communication practices.

#### *Focused Outreach - Madera County 2022 Regional Transportation Plan and Sustainable Communities Strategy*

MCTC staff are currently in the early stages of development for the 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) scheduled for adoption in Summer of 2022. The RTP/SCS is the long-range planning vision for the Madera County region. The RTP/SCS outlines policies, strategies, and projects for advancing the region's mobility, economy, and sustainability. The RTP/SCS will have a planning horizon

year of 2046. A key requirement of developing the RTP/SCS is engagement with a variety of important participants including the public, community organization, public agencies, the business community, elected officials, and tribal governments.

MCTC staff will be aided by a consultant who will lead and manage the public education, awareness, and participation engagement for the RTP/SCS development. These activities include but are not limited to required statute for outreach in the development of the RTP/SCS (CGC Section 65080 - 65086.5).

A consultant will develop a look and feel or “brand” for all materials produced as part of the RTP/SCS. Developing these templates and materials early in the process will be key for creating a consistent, recognizable brand. The creation of branding will be developed in close coordination with MCTC staff to ensure compliance with universal design principles and accessibility requirements for physical and digital use.

A consultant will build and administrate a RTP/SCS webpage. The page will be developed within the host MCTC website framework or as otherwise identified as suitable by the consultant. The site will be an integral digital landing point for desktop or mobile users to access educational information about the RTP/SCS, find project updates, a schedule of upcoming events and information from past events, as well as a platform for visitors to participate in online surveys or to provide general feedback on the plan.

MCTC staff will work with a consultant to assemble and facilitate meetings for an RTP/SCS Steering Committee. The Steering Committee will be made of a diverse group of stakeholders within the County including local agencies, Caltrans, environmental justice representatives, private citizens, developers, and others. The Steering Committee will be presented information on the RTP/SCS development and be able to provide feedback and make suggestions for the plan's direction and outreach strategies with the public or other interested and affected stakeholders.

A consultant will be responsible for coordinating an array of outreach activities and events including venues booking, creation of educational materials and presentations, designing interactive workshop feedback activities and surveys, documenting outreach events and tabulating, summarizing or processing results of various feedback activities during these engagements. Specific scenario visioning activity should be designed for these events. Workshops and/or events will be held in each incorporated city in Madera County and strategically in unincorporated communities of Madera County. Accommodations or specifically focused events will be targeted for non-English speaking communities/neighborhoods or other under-represented populations. Additional meetings will be coordinated as needed with focused groups or individuals from local institutions, health services, community-based organizations or with other relevant stakeholders. The schedule of outreach activities for the RTP/SCS should revolve around key project development phases or milestones corroborated by MCTC staff focusing on introduction/education of the long-range planning process, development of the plan and scenarios and finalizing/presenting the plan and its anticipated impacts.

The RTP/SCS is a comprehensive planning document covering all applicable travel

modes in the region as well as addressing the impacts of socio-economic change. As part of the RTP/SCS development, detailed surveying and innovative data collection and feedback mechanisms need to be designed and implemented to receive feedback applicable for the plans development as well as being of use for short-term planning efforts currently being undertaken by MCTC in support of the RTP/SCS. These should be focused on housing, public transit, active transportation, commuter rail, goods movement, alternative fuel travel and other topics as deemed necessary.

The outreach process will need to be flexible and is subject to change as needed to reflect and respond to the input received as MCTC moves through the steps of updating the RTP/SCS. MCTC staff will reduce redundancy when able to do so working in tandem with a consultant with expectations of flexibility and ability to collaborate with the RTP/SCS Environmental Impact Report consultant as well as any other consultants retained for other aspects of the RTP/SCS development when necessary, throughout plan development.

A consultant created an RTP/SCS Outreach Summary Report near the end of the RTP/SCS development process. The outreach summary report is incorporated as an appendix of the RTP/SCS and referenced in the final plan.

### Previous Work

1. Retained Consultant.
2. RTP/SCS Outreach Summary Report.
3. RTP/SCS Webpage.
4. Surveys and Interactive feedback tools.

### Product

1. Document tribal government to government public participation.
2. Document Outreach activities.

### Tasks

Task	Description and Responsible Party	% of Work
150.1.1	Outreach Activities Responsible Party: Consultant, MCTC Staff (July 2022 to June 2023)	90%
150.1.2	Provide Spanish Language Translation Responsible Party: MCTC Staff, Consultant (July 2022 to June 2023 as needed)	5%



Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

150.1.3	Tribal Government Consultation • MCTC Staff will Coordinate, Consult, Collaborate with tribal governments Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
	Total	100%

FTE.01

150.1 Public Outreach Coordination

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	5,383	Consultant	46,932
MCTA			
FHWA-PL	41,549		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	46,932	Subtotal	46,932
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	96	Direct Wages/Benefits plus Indirect:	839
MCTA			
FHWA-PL	743		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	53,012		
Total:	47,771	Total:	47,771

## Project Administration

---

### 801 Transportation Development Act

## Work Element 801 Transportation Development Act

---

### Objective

To administer the Local Transportation Fund, State Transit Assistance Fund, and other related funding programs pursuant to the California Transportation Development Act (TDA), SB 1, and other related legislation.

### Discussion

MCTC, as the Regional Transportation Planning Agency and the Local Transportation Commission, is responsible for administering the Local Transportation Fund (LTF), the State Transit Assistance Fund (STA) and Senate Bill 1, the Road Repair and Accountability Act of 2017 (SB 1) funding. These funds, derived from various State taxes, are available to local agencies for transportation planning, bicycle and pedestrian facilities, public transportation services, social services transportation, and streets and roads projects. MCTC's responsibility is to ensure the funds are apportioned, allocated, and expended in accordance with current statutory and administrative code requirements. To facilitate the process, staff assists in claim preparation and monitors related legislative activity.

MCTC staff works closely with the Social Service Transportation Advisory Council (SSTAC) required by SB 498. The SSTAC will participate in the 2023-24 Unmet Transit Needs process by reviewing public testimony and submitting annual recommendations to the MCTC Policy Board regarding any unmet public transit needs in Madera County. If it is found that there are unmet transit needs which are reasonable to meet, TDA funding must be used to address those unmet needs before being released to local agencies for local streets and roads expenditures.

With the passage of Proposition 1B in November 2006, MCTC staff was tasked with the administration of the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). For the PTMISEA program MCTC is responsible for disbursement of funds to local agencies, and project tracking, including semi-annual reporting to Caltrans.

MCTC is charged with administering funds from the Low Carbon Transit Operations Program (LCTOP) to transit agencies pursuant to the Transit, Affordable Housing, and Sustainable Communities Program, which was established by the California Legislature in 2014 by Senate Bill 862 (SB 862). These programs have a goal of reducing greenhouse gas emissions and are funded by auction proceeds from the California Air Resource Board's (ARB) Cap-and-Trade Program. These funds have their own statutory requirements under SB 862 but are also required to meet the statutory requirements of the Transportation Development Act.

MCTC staff assists local agencies (including tribal governments) and attends relevant workshops in preparation of Sections 5307, 5310, 5311, and 5339 grant applications to fund purchases of new transit vehicles or provide operating funds pursuant to the

guidelines.

SB 1 provides a new revenue source with the implementation of the State of Good Repair (SGR) program. MCTC currently suballocates SGR funds to local agencies by population. For the SGR program, MCTC is also responsible for review and submission of project lists, disbursement of funds to local agencies, and project tracking, including annual reporting.

### Previous Work

1. Records of LTF/STA apportionment, allocations, and claims.
2. LTF/STA fiscal and performance audits.
3. Social Services Transportation Advisory Council meetings.
4. Unmet Transit Needs Hearings.
5. 2020 Triennial Performance Audit.
6. Prop 1B: PTMISEA administration.
7. LCTOP administration.
8. SB 1 State of Good Repair administration.

### Product

1. LTF/STA finding of apportionment, allocations, and claims.
2. LTF/STA fiscal audits.
3. Project Lists and Reporting for related funding programs.
4. Social Services Transportation Advisory Council meetings as required.
5. Unmet Transit Needs Hearing and staff report.
6. Documentation of FY 2023-24 Unmet Needs Process.
7. Prop 1B: PTMISEA suballocation, application processing, tracking, and reporting.
8. LCTOP allocation, application processing, tracking, and reporting.
9. SGR suballocation, project list processing, tracking, and reporting.

### Tasks

Task	Description and Responsible Party	% of Work
801.1	Apportionment and Allocation <ul style="list-style-type: none"> <li>• Prepare finding of apportionment for LTF/STA and make allocations</li> </ul> Responsible Party: MCTC Staff (May 2023)	5%
801.2	Claims <ul style="list-style-type: none"> <li>• Review and process LTF/STA claims.</li> <li>• Review for conformance with applicable TDA law, the RTP and SRTDP</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	20%

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

801.3	LTF/STA Financial Reports <ul style="list-style-type: none"> <li>• Prepare LTF/STA financial reports</li> </ul> Responsible Party: MCTC Staff (December 2022)	20%
801.4	SSTAC Meetings <ul style="list-style-type: none"> <li>• Conduct meetings of the SSTAC</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
801.5	Unmet Transit Needs Hearing <ul style="list-style-type: none"> <li>• Conduct Unmet Transit Needs Hearing</li> </ul> Responsible Party: MCTC Staff (April 2023)	5%
801.6	Unmet Needs Staff Report <ul style="list-style-type: none"> <li>• Prepare Unmet Needs Staff Report</li> </ul> Responsible Party: MCTC Staff (April to May 2023)	21%
801.7	Financial Records <ul style="list-style-type: none"> <li>• Maintain appropriate financial activity records</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
801.8	Fiscal Audits <ul style="list-style-type: none"> <li>• Contract for appropriate fiscal audits</li> </ul> Responsible Party: MCTC Staff (August 2022)	2%
801.9	PTMISEA Administration <ul style="list-style-type: none"> <li>• Administer Prop 1B transit program – PTMISEA</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
801.10	Development of Project Application Assistance <ul style="list-style-type: none"> <li>• Assist local agencies in development of project applications for Section 5311, 5311 (f), Section 5310; Section 5304; Section 5307; Section 5339</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	2%
801.11	LCTOP Administration <ul style="list-style-type: none"> <li>• Administer LCTOP program</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	5%

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

801.12	SGR Administration <ul style="list-style-type: none"> <li>Administer SGR program</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
Total		100%

FTE: .50

801 Transportation Development Act

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	28,000	Audits	11,000
MCTA		Translation Services	2,000
FHWA-PL		Public Notices	1,000
FTA-Section 5303		Other Costs	14,000
STIP - PPM			
Other			
Subtotal		Subtotal	28,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	89,650	Direct Wages/Benefits plus Indirect:	89,650
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	89,650		
Total:	117,650	Total:	117,650

## Other Activities

---

901 Lobbying

902 Other

## Work Element 901 Lobbying

### Objective

To allow for Board and staff representation at State and Valley wide transportation conferences and events as well as legislative tracking and reporting.

### Discussion

To allow for Board and staff representation at State and Valley wide conferences and events. To provide Policy Board members a stipend and travel for attendance of Policy Board meetings.

To provide funding for annual Valley Voice advocacy trips to Sacramento and Washington, D.C.

Staff provides legislative tracking and reporting.

### Previous Work

1. Valley Voice Program – Sacramento and Washington, D.C.
2. CALCOG Conference.
3. Participated in meetings and activities of the Valley Legislative Affairs Committee.

### Product

1. Valley Voice Program – Sacramento and Washington, D.C.
2. CALCOG Conference and meetings.
3. Legislative tracking and reporting.

### Tasks

Task	Description and Responsible Party	% of Work
901.1	Valley Voice Program <ul style="list-style-type: none"> <li>• Annual advocacy trips to Sacramento and Washington D.C.</li> </ul> Responsible Party: MCTC Staff (September 2022 to March 2023)	65%
901.2	Legislative tracking <ul style="list-style-type: none"> <li>• Legislative tracking and reporting</li> </ul> Responsible Party: MCTC Staff July 2022 to June 2023	5%



Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

901.3	CALCOG Conference and meetings <ul style="list-style-type: none"> <li>State and Valley wide transportation conferences and events</li> </ul> Responsible Party: MCTC Staff April 1, 2023 to April 30, 2023	10%
901.4	CALCOG Annual Fees Responsible Party: MCTC Staff June 2023	20%
Total		100%

FTE:.04

901 Lobbying

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	75,000
MCTA		Other Costs	18,581
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	90,581		
Subtotal	93,581	Subtotal	93,581
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	8,064
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	8,064		
Subtotal	8,064		
Total:	101,645	Total:	101,645

## Work Element 902 Other

---

### Objective

To provide information to travelers about transportation services available within Madera County and to encourage the use of alternatives to single occupant commuting. Conduct the freeway service patrol in cooperation with Caltrans and the California Highway Patrol, to remove minor incidents rapidly, thereby reducing congestion, secondary accidents, and vehicle emissions.

### Discussion

MCTC's alternative transportation activities are designed to provide transportation related information to the community in order to promote safety, enhance the quality of life, and protect the environment. Many services and options are available within Madera County that offers alternatives to single occupancy commuting. As our community grows at a steady pace, the selection of transportation modes becomes increasingly important to the quality of life. Among other negative impacts, increased traffic congestion results in increased emissions, loss of productivity, and unpleasant driving conditions.

These activities capture many of the Transportation Control Measure commitments made by the MCTC. Through these activities, MCTC hopes to foster a spirit of concern for the environment and gather community support for the selection of alternative modes of transportation. Staff will continue to work with a variety of regional agencies and committees to gain expertise in this area and enhance its alternative transportation activities. Special effort will be made to reach and engage all segments of the community including Native Americans, minorities, low-income groups, and community-based organizations. MCTC staff will continue to address tribal concerns through a consultation process.

MCTC staff is working with a variety of partners on the development of off-model transportation tools. These tools can be utilized in many planning areas MCTC works within including ridesharing/vanpooling, alternative fuel inventory and access, transportation incentive programs, telecommuting and other traffic demand or control measures. These transportation strategies are not traditionally able to be accounted for in MCTC's technical planning framework however the benefits from these transportation investments and strategies are important and should be conveyed as such in an array of MCTC plans including but not limited to the RTP/SCS, Regional ATP Plan and the Madera Region Short Range Transit Plan.

### CalVans

MCTC is a member of the California Vanpool Authority (CalVans) JPA. The expansion of Kings County's Agricultural Industries Transportation Services (AITS) vanpool program into neighboring counties and beyond emphasized the need for a representative entity that

can oversee, adjust, and make improvements to the system. The CalVans JPA was created to fund, operate, and otherwise manage public transportation projects and programs aimed at providing qualified agricultural workers with safe and affordable transportation between home and work. Though aimed at providing transportation for agricultural workers, the CalVans program supplies vans for students and employees of other businesses around the valley. CalVans operates as a Public Transit Agency.

### Freeway Service Patrol

The Service Patrol (FSP) are roaming tow and service trucks that patrol pre-determined beats to assist motorists in aid. The goal of FSP is to alleviate traffic congestion problems by removing disabled vehicles and cleaning minor collisions and debris from the roadway. Typically, FSP is deployed in more urban and metropolitan areas of the state Monday through Friday during peak commute hours to provide congestion relief, safety, and air quality benefits by:

- Reducing traffic jams through prompt removal of stalled cars
- Reducing the chance of further accidents and bottlenecks caused by impatient drivers and on-lookers
- Assisting local emergency services under CHP direction
- Saving fuel and cutting air pollution emissions by reducing stop-and-go traffic
- Keeping narrowed lanes clear during highway construction projects

### Freeway Service Patrol Background

The first Freeway Service Patrol (FSP) program was piloted in Los Angeles and was later expanded into other regions by State legislation in 1991. FSP is a joint program provided by the California Department of Transportation (Caltrans), the California Highway Patrol (CHP) and the local partner agencies/transportation agency. The FSP program is a free service of privately owned tow trucks under contract that patrol designated routes on congested urban freeways. Typically, FSP operates Monday through Friday during peak commute hours, and all day in pre-designated freeway corridors it is becoming more commonplace for FSP to operate during the midday and on weekends/holidays in addition to the weekday peak period service.

The goal of the statewide FSP program is to maximize the effectiveness of the freeway transportation system. FSP is a congestion management tool which strategically addresses commute traffic pattern problems. Deployment of the FSP tow trucks is driven by congestion patterns in major metropolitan areas.

The goal is accomplished by the expeditious removal of disabled/stranded vehicles from the freeway. Removing obstructions on the freeways as rapidly as possible has a positive impact on traffic volumes by eliminating problems which contribute to non-recurrent congestion.

The effectiveness of the statewide FSP program is assessed by calculating the annual benefit/cost (B/C) ration of each FSP beat. First the annual savings in incident delay, fuel consumption and air pollutant emissions due to FSP service are calculated based on the

number of assists, beat geometrics and traffic volumes. The savings are then translated into benefits using monetary values for delay and fuel consumption.

Services provided by the FSP include:

- Changing flat tires
- Jump starting vehicles
- Refilling radiators and taping leaky hoses
- Putting a gallon of fuel in gas tanks
- Towing inoperable vehicles to a safe location of the freeway
- Clearing vehicle damaged in collisions under CHP direction
- Removing debris from traffic lanes under CHP direction
- Monitoring the left shoulder part-time travel lane for visual clearing once it is in operation

The majority of funding for the 14 statewide FSP programs is made available by the State through the State Highway Account (SHS). Approximately \$25.5 million has consistently been budgeted for FSP on an annual basis to provide funding assistance and requires a 25% local match. Annual FSP program costs include the annual capital, operating and administrative costs for providing FSP service. The State's financial contribution to individual FSP programs is allocated on a formula basis consisting of the following:

- 25% on the number of urban freeway lane miles in the participating area
- 50% on the basis of the ratio of the population of the participating area
- 25% on the basis of traffic congestion as ascertained by Caltrans.

For new FSP programs State funding formula allocation is determined by Caltrans who allocates the funding at a maximum over three years as follows so as not to disrupt State funding for existing FSP programs (local funds make-up the difference):

- 33.3% of its full allocation amount in the first full fiscal year following application approval.
- No less than 66.7% of its full allocation amount in the second fiscal year following application approval.
- No less than 100% of its full allocation amount in the third fiscal year following application approval.

Under SB 1, the Road Repair and Accountability Act of 2017, an additional \$25 million in annual funding was made available for FSP program statewide. This additional funding addresses inflationary cost increases for the program while also allowing for further expansion of the program, which should provide more congestion relief, especially in the more heavily populated and congested regions. The SB 1 FSP funding guidelines shows the annual \$25 million distributed as follows:

- Allocation for inflation and service-hour adjustments. \$12.2 million is allocated as an inflationary and service hour adjustment related to the pre-SB 1 Caltrans funding of \$25.4 million, which has been static since 2006/7.

- Allocation for the California Highway Patrol. \$3.75 million is allocated to reimburse the California Highway Patrol to both recognize static Caltrans reimbursements since the 2006/7 budget, and new workload associated with new or expanded FSP service.
- Allocation for New or Expanded Service. 9.05 million is available for allocation to support new or expanded service.

### Intelligent Transportation Systems (ITS)

MCTC participated in the Valleywide Intelligent Transportation Systems (ITS) Implementation Committee for the San Joaquin Valley. The ITS plan for the San Joaquin Valley was completed in November 2001. The San Joaquin ITS SDP provides an analysis of needed functional areas, development of a regional ITS architecture, and a recommendation of projects for deployment. Staff continues to participate on the San Joaquin Valley.

ITS architecture maintenance team is to further develop and strengthen a regional architecture consistent with the Federal Highway Administration ITS Architecture and Standards Final Rule. An ITS Architecture Maintenance Plan was formally adopted in July 2005. Other ITS projects include the deployment of a San Joaquin Valley 511 traveler information system in participation with a working group of Valley MPOs. The existing San Joaquin Valley ITS Infrastructure Plan will be amended into the current RTP/SCS plan and added to future RTP/SCS plans until a new ITS plan is developed.

The County of Madera is responsible for the Airport Land Use Compatibility Plan (ALUCP), formerly known as the Comprehensive Land Use Plan (CLUP). The ALUCP was adopted in 2015.

### Previous Work

1. Rideshare promotion activities.
2. Contacts with local agencies and Madera County employers.
3. Developed logo, newsletter, and website.
4. Assisted local agencies with the renewal/adoption of Transportation Control Measures according to the Air District's voluntary bump-up to Extreme non-attainment for Ozone.
5. Evaluated and strengthened MCTC Transportation Control Measures.
6. Participated in Phase 1 deployment of the San Joaquin Valley 511 traveler information system.
7. Freeway Service Patrol Data gathering
8. San Joaquin Valley ITS Strategic Deployment Plan.

### Product

1. Maintain and update website and develop promotional materials.
2. Report, prepared with Caltrans and CHP, to determine eligibility to apply to

- Freeway Service Patrol program.
3. Updates to the ITS Architecture Maintenance Plan, if needed.
  4. Updated information on aviation systems planning (planning only) for inclusion in the updates of the RTP.
  5. Staff reports on aviation issues.

## Tasks

Task	Description and Responsible Party	% of Work
902.1	Rideshare Program <ul style="list-style-type: none"> <li>• Represent rideshare program as required.</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
902.2	Rideshare Promotional Materials <ul style="list-style-type: none"> <li>• Provide rideshare promotional materials as required.</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.3	Develop Promotional Materials <ul style="list-style-type: none"> <li>• Develop/print promotional materials.</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.4	Maintain and update TDM activities on MCTC website Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.5	Community Outreach <ul style="list-style-type: none"> <li>• Conduct community outreach activities as needed.</li> </ul> Responsible Party: MCTC Staff (July 2020 to June 2023)	10%
902.6	Participate in CalVans joint powers agency Responsible Party: MCTC Staff (As Required)	15%
902.7	Coordination of Trip Reduction Programs <ul style="list-style-type: none"> <li>• Coordinate with tribes and major employers on employer-based trip reduction programs for existing and future employment centers.</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	10%

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

902.8	Coordination with Caltrans and CHP to determine eligibility to apply to this program (Freeway Service Patrol). Responsible Party: MCTC Staff (July 2022 to December 2022)	15%
902.9	Review Planning issues related to aviation systems planning <ul style="list-style-type: none"> <li>• Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems</li> <li>• Incorporate findings into the RTP/SCS where applicable</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.10	Provide staff analysis of available funding resources for aviation planning projects <ul style="list-style-type: none"> <li>• Analyze and share information for new and existing resources able to support the regions multi-modal systems</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.11	Participate in meetings/workshops related to ITS, aviation, and other modal elements <ul style="list-style-type: none"> <li>• Participate in meeting and workshops hosted by local, regional, state, and Federal partners related to multi-modal transportation</li> </ul> Responsible Party: MCTC Staff (July 2022 to June 2023)	15%
	Total	100%

FTE:.15

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

902 Other

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	12,419	Board Costs and Other Expenses	12,419
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
SJV REAP HOUSING			
Other			
Subtotal	12,419	Subtotal	12,419
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	49,839	Direct Wages/Benefits plus Indirect:	49,839
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	49,839		
Total:	62,258	Total:	62,258



# Overall Work Program

---

## 1001 Overall Work Program

## Work Element 1001 Overall Work Program

### Objective

To develop an Overall Work Program and Budget consistent with State and Federal funding priorities and responsive to local agency needs.

### Discussion

The Overall Work Program is prepared by MCTC staff and reflects State and Federal funding priorities balanced against local agency needs for transportation planning services. It is used to document annual grant funding to the MCTC and includes a discussion of the organization, significant transportation issues, proposed work activities, and the annual program budget and MCTC line-item budget.

### Previous Work

MCTC Overall Work Program and Budget.

### Product

1. 2023-24 MCTC Overall Work Program and Budget.
2. Quarterly Reports.

### Tasks

Task	Description and Responsible Party	% of Work
1001.1	OWP Development <ul style="list-style-type: none"> <li>• Initiate OWP development process</li> <li>• Review IPG and State OWP Guidelines</li> </ul> Responsible Party: MCTC Staff (November 2022 to February 2023)	35%
1001.2	Project Identification <ul style="list-style-type: none"> <li>• Identify local project needs through public input</li> </ul> Responsible Party: MCTC Staff (October 2022 to February 2023)	15%
1001.3	Circulation <ul style="list-style-type: none"> <li>• Develop and circulate Draft OWP and Budget for public and agency review</li> </ul> Responsible Party: MCTC Staff (February 2023 to March 2023)	15%

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

1001.4	Adoption <ul style="list-style-type: none"> <li>Complete OWP</li> <li>Adopt OWP with compliance certifications and process agreement</li> </ul> Responsible Party: MCTC Staff (April 2023)	5%
1001.5	Reporting <ul style="list-style-type: none"> <li>Complete Quarterly Reports</li> </ul> Responsible Party: MCTC Staff (Quarterly July 2022 to June 2023)	30%
Total		100%

FTE: .18

1001 Overall Work Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	41,942	Direct Wages/Benefits plus Indirect:	41,942
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal			
Total:	41,942	Total:	41,942

## Measure “T” Administration

---

### 1101 MCTA Administration

## Work Element 1101 MCTA Administration

---

### Objective

To provide effective administrative and fiscal support to the Madera County Transportation Authority pursuant to the enabling legislation and adopted authority procedures.

### Discussion

The Madera County Transportation Authority was formed in 2007 (approved by Madera County voters in November 2006) and is responsible for administering the proceeds of the 1/2 percent sales tax enacted in Measure "T". The Authority contracts with MCTC for provision of the Measure "T" Investment Plan and Annual Work Program, agency administrative functions, and funds administration. The Executive Director also serves as the Authority's Executive Director and performs all staff administrative functions required to support the activities of the Authority.

The Authority produces an annual report of Measure T activities, which is widely distributed to the public and other interested stakeholders by mail and posted on the MCTA website.

The Authority also provides staffing for the Measure T Citizens' Oversight Committee, an appointed body of community representatives that provide independent review and oversight of Authority compliance audits. The Committee issues an Annual Report to the Public summarizing Authority audit findings and recommendations presented to the Authority board.

### Previous Work

1. Meetings of the Madera County Transportation Authority and Technical Advisory Committee.
2. Annual Fiscal Audits.
3. 2021 Strategic Plan
4. MCTA Policies and Procedures.
5. Organization and administration of Citizens' Oversight Committee.
6. Planning, Programming, and Monitoring of Measure "T" projects and develop financial analysis and cash flow analysis.

### Product

1. Annual Fiscal Audits (approx. \$11,000).
2. Review and process project claims.
3. Prepare financial reports.
4. MCTA Operating Budget.

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

5. Annual Work Program.
6. Administration of Citizens' Oversight Committee.
7. Planning, Programming and Monitoring of Measure "T" projects.
8. Financial assistance and cash flow analysis.
9. Publication of Measure T Annual Report.

Tasks

Task	Description and Responsible Party	% of Work
1101.1	Conduct MCTA and TAC meetings Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
1101.2	Prepare MCTA Budget Responsible Party: MCTC Staff (May 2023)	5%
1101.3	Maintain MCTA financial records Responsible Party: MCTC Staff (July 2022 to June 2023)	20%
1101.4	Review and process project claims Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
1101.5	Prepare Annual Work Program Responsible Party: MCTC Staff (September 2022, June 2023)	25%
1101.6	Administration of Citizens' Oversight Committee Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
1101.7	Conduct Fiscal Audit Responsible Party: MCTC Staff (October to December 2022)	10%
1101.8	Planning, programming, and monitoring of Measure "T" projects Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
1101.9	Attend conferences including Focus on the Future (November 2022)	5%
	Total	100%

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

FTE: .29

1101 MCTA Administration

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Financial Assistance, Audits, Annual Report	25,000
MCTA	242,841	Conf/Travel/Other Costs	23,000
FHWA-PL		Consultant	194,841
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	242,841	Subtotal	242,841
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	55,518
MCTA	55,518		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	55,518		
Total:	298,359	Total:	298,359

## Acronyms

---

AB	Assembly Bill
ADA	Americans with Disabilities Act
AWP	Annual Work Program
CAG	County Association of Governments
CALTRANS	California Department of Transportation
CAPTI	Climate Action Plan for Transportation Infrastructure
CATX	Chowchilla Area Transit Express
CIP	Capital Improvement Plan
CMAQ	Congestion Mitigation Air Quality
COG	Council of Governments
CTC	California Transportation Commission
DBE	Disadvantaged Business Enterprise
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FAST ACT	<b>Fixing America's Surface Transportation Act</b>
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTE	Full Time Equivalent
FTIP/TIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas
GIS	Geographic Information System
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act
IIP	Interregional Improvement Plan
IPG	Intermodal Planning Group
LTF	Local Transportation Fund
MAP 21	Moving Ahead for Progress in the 21st Century
MCC	Madera County Connection
MCTA	Madera County Transportation Authority
MCTC	Madera County Transportation Commission
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization



Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

OWP	Overall Work Program
PAC	Policy Advisory Committee
PM-2.5	Particulate Matter (2.5 micros or less)
PM-10	Particulate Matter (10 microns or less)
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB	Senate Bill
SIP	State Implementation Plan
SJVAPCD	San Joaquin Valley Air Pollution Control District
SHOPP	State Highway Operation and Protection Program
S RTP	Short Range Transit Plan
SSTAC	Social Service Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
TAB	Transit Advisory Board
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zones
TCM	Traffic Control Measures
TDA	Transportation Development Act
TDP	Transit Development Plan
VMT	Vehicle Miles Traveled
YARTS	Yosemite Area Regional Transportation System
YATI	Yosemite Area Transportation Information

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2022-23

Item 8-8-B.

New Work Elements	Prior Year Work Elements
101 Regional Transportation Plan / Sustainable Communities and Environmental Report	100 Regional Transportation Plan and Environmental Impact Report
102 Regional Housing Planning Program	102 Regional Housing Planning Program
103 Zero-Emission Vehicle Readiness and Implementation Plan	908 Zero-Emission Vehicle Readiness and Implementation Plan
104 Oakhurst Multi-modal Mobility Study	New Work Element
201 Transit	130 Public Transportation
202 Rail	140 Other Modal Elements
301 Active Transportation Planning	140 Other Modal Elements
401 Highways, Corridors, and Routes of Regional Significance	120 Goods Movement and Highways Planning
501 Transportation Program Development	200 Transportation Development Program
502 Project Coordination and Financial Programming	122 Project Coordination and Financial Planning
601 Travel Demand Model Management	110 Regional Planning Database 112 Regional Transportation Modeling
602 Air Quality Modeling	113 Air Quality Transportation Planning
603 GIS and Mapping Resources	110 Regional Planning Database
604 Performance Management and Data Development	101 Performance Measures
605 Regional Traffic Monitoring Program	111 Traffic Monitoring Program
701 Public Participation Program	150 Public Participation Program
801 Transportation Development Act	901 Transportation Funds Administration
901 Lobbying	907 Board Costs and Other Expenses
902 Other	151 Alternative Transportation Activities 140 Other Modal Elements
1001 Overall Work Program	902 Overall Work Program
1101 MCTA Administration	910 MCTA Administration

## Appendices

---

Appendix A	Revenue/Expenditure Spreadsheet
Appendix B	Line-Item Budget
Appendix C	SB 1 Sustainable Communities Formula Project List
Appendix D	Certifications and Assurances
Appendix E	Certification of Restrictions on Lobbying
Appendix F	Planning Funds – Eligible Uses
Appendix G	Resolution
Appendix H	Other Planning Activities
Appendix I	MPO Planning Boundary
Appendix J	Public Participation Outreach Chart

FY 2022-23 Overall Work Program

	Funds Available by Revenue Source																Total
	MCTC	Other	Total	MCTC LTF	Member Assessment	MCTA	STIP PPM	SJV REAP Housing	SB-1 Sustainable Communities	FHWA PL	FHWA PL Carryover 19-20	FHWA PL Carryover 20-21	FHWA PL Carryover 21-22	FTA 5303	FTA 5303 Carryover 20-21	FTA 5303 Carryover 21-22	
Carryover Prior Years				185,480	1,645	4,596	0	235,976	97,892	0	42,292	76,349	115,208	0	0	9,582	769,020
Current Year Allocation				301,098	100,000	293,763	78,000	0	167,541	800,213	0	0	0	55,448	0	0	1,796,063
Carryover to Future Year				(138,422)													(138,422)
<b>Total Available Funds</b>	<b>1,345,496</b>	<b>1,081,165</b>	<b>2,426,661</b>	<b>348,156</b>	<b>101,645</b>	<b>298,359</b>	<b>78,000</b>	<b>235,976</b>	<b>265,433</b>	<b>800,213</b>	<b>42,292</b>	<b>76,349</b>	<b>115,208</b>	<b>55,448</b>	<b>0</b>	<b>9,582</b>	<b>2,426,661</b>

Work Element Description	Expenditures by Agency			Expenditures by Revenue Source													Total		
	MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	Member Assessment	MCTA	STIP PPM	Federal Carryover Match - PPM	SJV REAP Housing	SB-1 Sustainable Communities	FHWA PL	FHWA PL Carryover 19-20	FHWA PL Carryover 20-21	FHWA PL Carryover 21-22	FTA 5303		FTA 5303 Carryover 20-21	FTA 5303 Carryover 21-22
101 Regional Transportation Plan	186,680	50,392	237,072	21,768	5,424			0				168,015		15,719	26,146				237,072
102 Regional Housing Planning Program	12,256	223,720	235,976	0	0			0		235,976		0							235,976
103 ZEV Readiness & Implementation Plan FY 21-22	5,819	87,297	93,116	10,680				0			82,436	0							93,116
104 Oakhurst Multimodal Corridor Study FY 22-23	9,300	179,948	189,248	21,707				0			167,541	0							189,248
905.2 Project Prioritization Study 20-21	2,024	15,435	17,459	2,003				0			15,456	0							17,459
201 Transit Planning	73,455		73,455	7,184	1,241			0				0						9,582	73,455
202 Rail Planning	36,322		36,322	36,322				0				0							36,322
301 Active Transportation Planning	160,219		160,219	0				18,377				141,842							160,219
401 Routes, Corridors, and Routes of Regional Significance	68,485		68,485	0	7,855			0				0		60,630					68,485
501 Transportation Development Program	176,013		176,013	20,189				0				155,824							176,013
502 Project Coordination & Financial Programming	33,139		33,139	0				33,139				0							33,139
601 Travel Demand Model Management	80,232	51,500	131,732	15,110				0				71,029			45,593				131,732
602 Air Quality Modeling	94,956	9,000	103,956	0				10,891	1,032			84,065			7,968				103,956
603 GIS and Mapping Resources	60,873	4,500	65,373	0				6,982	516			53,891			3,984				65,373
604 Performance Management and Data Development	35,820		35,820	4,109	0			0				31,711							35,820
605 Regional Traffic Monitoring Program	11,039	8,600	19,639	0				1,266	986			9,773		7,614					19,639
701 Public Participation Program	53,012	27,000	80,012	6,080	3,097			0				46,932			23,903				80,012
150.1 Public Outreach Coordination	839	46,932	47,771	0	5,479			0				0	42,292						47,771
801 Transportation Funds Administration	89,650	28,000	117,650	117,650				0				0							117,650
901 Lobbying	8,064	93,581	101,645	0		101,645		0				0							101,645
902 Other Activities	49,839	12,419	62,258	62,258				0				0							62,258
1001 Overall Work Program	41,942		41,942	0				4,811				37,131							41,942
1101 MCTA Administration	55,518	242,841	298,359	0			298,359	0				0							298,359
<b>Total Expenditures</b>	<b>1,345,496</b>	<b>1,081,165</b>	<b>2,426,661</b>	<b>325,060</b>	<b>23,096</b>	<b>101,645</b>	<b>298,359</b>	<b>75,466</b>	<b>2,534</b>	<b>235,976</b>	<b>265,433</b>	<b>800,213</b>	<b>42,292</b>	<b>76,349</b>	<b>115,208</b>	<b>55,448</b>	<b>0</b>	<b>9,582</b>	<b>2,426,661</b>
				<b>348,156</b>				<b>78,000</b>					<b>1,034,062</b>			<b>65,030</b>			

**Madera County Transportation Commission**  
**2022-23 Amended Budget**  
 26-Aug-22

<b>Revenues</b>	22-23 Budget	Amend #1	Amended Budget
FHWA PL	\$785,093	\$15,120	\$800,213
FHWA PL Carryover	\$154,689	\$79,160	\$233,849
FTA 5303	\$61,051	(\$5,603)	\$55,448
FTA 5303 Carryover	\$13,844	(\$4,262)	\$9,582
HR 133 PPM	\$0		\$0
STIP Carryover	\$0		\$0
STIP Planning	\$78,000		\$78,000
SB-1 Sustainable Communities 22-23	\$164,209	\$3,332	\$167,541
SB-1 Sustainable Communities 21-22	\$69,514	\$12,922	\$82,436
SB-1 Sustainable Communities 20-21	\$0	\$15,456	\$15,456
REAP Housing	\$228,653	\$7,323	\$235,976
TDA Carryover	\$48,087	(\$1,029)	\$47,058
TDA Administration	\$120,000		\$120,000
TDA Planning	\$181,098		\$181,098
Member Assessment Fees	\$100,000	\$1,645	\$101,645
MCTA Carryover	\$14,382	(\$9,786)	\$4,596
MCTA	\$158,193	\$135,570	\$293,763
Other	\$0		\$0
<b>Total Revenues</b>	<b>\$2,176,813</b>	<b>\$249,848</b>	<b>\$2,426,661</b>
<b>Non-cash information</b>			
Toll Credits (PL)	\$0		\$0
Toll Credits (5303)	\$0		\$0
<b>Expenses</b>			
<b>Expenses</b>	22-23 Budget		Amended Budget
<b>Salaries &amp; Benefits</b>			
Salaries	\$777,578	\$4,810	\$782,388
ICMA 401(a)	\$115,285	\$722	\$116,007
FICA, Employer	\$45,958	\$440	\$46,398
Medicare	\$11,274	\$69	\$11,343
Worker's Compensation	\$5,286	(\$1,374)	\$3,912
Health	\$146,528	\$3,800	\$150,328
Unemployment Insurance	\$1,120		\$1,120
<b>Subtotal Salaries &amp; Benefits</b>	<b>\$1,103,029</b>	<b>\$8,467</b>	<b>\$1,111,496</b>
	<i>Direct</i> \$573,871		
	<i>Indirect</i> \$529,158		
<b>Indirect Costs</b>			
Advertising/Publications	\$2,000		\$2,000
Auto & Cell Allowance	\$4,200		\$4,200
Computer Software	\$7,000	\$1,000	\$8,000
Conference/Training/Education	\$8,000		\$8,000
Equipment Leases	\$9,000		\$9,000
Bldg/Equip. Maint. & Repairs	\$4,000		\$4,000
Insurance	\$1,000		\$1,000
Janitorial Services	\$2,000		\$2,000
Legal Services	\$20,000		\$20,000
MCTC Audit	\$23,000		\$23,000
Membership Fees	\$2,000		\$2,000
Miscellaneous	\$6,000		\$6,000
Office Furniture	\$2,000		\$2,000
Office Supplies	\$6,000		\$6,000
Postage	\$1,000		\$1,000
Rent	\$71,000	(\$1,000)	\$70,000
Technology Related Equipment & Repairs	\$31,000		\$31,000
Telephone/Internet/Website	\$14,000	\$1,000	\$15,000
Travel Expenses	\$4,000		\$4,000
Utilities	\$9,000		\$9,000
Valley Coordination	\$6,800		\$6,800
<b>Subtotal Indirect Costs</b>	<b>\$233,000</b>	<b>\$1,000</b>	<b>\$234,000</b>
<b>Other Direct Costs</b>			
Air Quality (Consultant)	\$8,000	\$1,000	\$9,000
Board Costs and Other Costs	\$31,000		\$31,000
Consultant (SR 41 Corridor Study)	\$0		\$0
Consultant (SB-1 Planning Grant)	\$251,284	\$31,396	\$282,680
Consultant (Household Travel Survey)	\$0		\$0
Consultant (Public Outreach Coordination)	\$0	\$46,932	\$46,932
Consultant (Regional Housing Program)	\$200,000	\$23,720	\$223,720
Consultant (Socioeconomic Study)	\$0		\$0
Consultant (Measure Renewal)	\$75,000	\$119,841	\$194,841
Consultant (Lobbying&Intergovernmental)	\$72,000	\$3,000	\$75,000
MCTA Conference(s)/Travel	\$2,500	\$2,500	\$5,000
MCTA Fin Asst/Audits/Annual Report	\$25,000		\$25,000
MCTA Project Development	\$10,000		\$10,000
MCTC TDA Audits	\$11,000		\$11,000
MCTC TDA Other Admin Costs	\$15,000	(\$5,000)	\$10,000
Model Update	\$0		\$0
Other MCTA Costs	\$4,000	\$4,000	\$8,000
Planning Grant Match	\$0		\$0
Public Participation Program	\$30,000		\$30,000
RTP EIR	\$20,000	\$10,392	\$30,392
RTP/SCS Development	\$20,000		\$20,000
Technical/Modeling On-Call Services	\$50,000		\$50,000
Traffic Model & GIS Support	\$4,500	\$1,500	\$6,000
Traffic Monitoring Program	\$7,500	\$1,100	\$8,600
Translation Services	\$4,000		\$4,000
Triennial Performance Audits	\$0		\$0
<b>Subtotal Other Direct Costs</b>	<b>\$840,784</b>	<b>\$240,381</b>	<b>\$1,081,165</b>
<b>Total Expenses</b>	<b>\$2,176,813</b>	<b>\$249,848</b>	<b>\$2,426,661</b>
	\$0	\$0	\$0



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 9-A

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

---

**SUBJECT:**

Measure T Citizens' Oversight Committee Annual Report

**Enclosure:** Yes

**Action:** Accept the Measure T Citizens' Oversight Committee Annual Report

**SUMMARY:**

The Measure T Citizens' Oversight Committee met in person and virtually on August 10, 2022, to review the independent financial and performance audits. The Committee has reviewed the audited Measure T Financial Statements and reports of the independent auditor from July 2020 to June 2021 and concurs that Measure T expenditures are in accordance with the Measure T Program. A copy of their Annual Report is included in the agenda packet.

**FISCAL IMPACT:**

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

To the Residents of Madera County

The Measure T Citizens' Oversight Committee is pleased to announce the findings of the fiscal year 2021 Measure T compliance audits. In the fourteenth year of the Measure T program, construction work continued on the State Route 99 Ave 12 to Ave 17 widening and safety project as well as the Oakhurst Midtown Connector project. The local agencies spent over \$2.47 million on road rehabilitation and maintenance projects. The City of Madera also spent funds to help complete their new Transit Facility as well as funds to enhance the Fresno River Trail

The Measure T financial statements for the fiscal year 2021 were audited by an independent firm with no significant deficiencies identified. The audited financial statements can be viewed at the [Madera County Transportation Authority website](#).

The Committee has reviewed the audited Measure T Financial Statements and reports of the independent auditor from July 2020 to June 2021 and concurs that Measure T expenditures are in accordance with the Measure T program.

Measure T continues to serve as a crucial source of local infrastructure investment including leveraging state and federal funds for the Madera County region. The Committee looks forward to continue working with the community to ensure the ongoing success of the Measure T Program.

### **Measure T Oversight Committee**

**District 2 Wayne Chapman**

**District 3 Tim Riché**

**District 5 John Reed**

**Member At Large Randy Sacks**

**Member At Large Terry Flanagan**



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 9-B

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

---

**SUBJECT:**

Measure "T" Fund Compliance Audit Report for FY ending June 30, 2021: City of Madera

**Enclosure:** Yes

**Action:** Accept Measure T Compliance Audit Report for FY ending June 30, 2021: City of Madera

**SUMMARY:**

MCTA has received the Measure "T" Compliance Audit Report for the Fiscal Year ended June 30, 2021, for the City of Madera. This report was done in accordance with Section 99245 of the Public Utilities Code by Price, Paige, and Company.

We are pleased to report that there are no adverse findings.

**FISCAL IMPACT:**

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



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

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

**FOR THE YEAR ENDED  
JUNE 30, 2021**

CITY OF MADERA, CALIFORNIA  
MEASURE "T" FUND  
JUNE 30, 2021

TABLE OF CONTENTS

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

## INDEPENDENT AUDITOR'S REPORT

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

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

We have audited the accompanying financial statements of the Measure "T" Fund of the City of Madera, California (the City), as of and for the year ended June 30, 2021, and the related notes to the financial statements, as listed in the table of contents.

#### ***Management's Responsibility for the Financial Statements***

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

#### ***Auditor's Responsibility***

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

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

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

#### ***Opinion***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Measure "T" Fund of the City as of June 30, 2021, and the respective changes in financial position thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

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

### **Emphasis of Matter**

As discussed in Note 1, the financial statements present only the Measure “T” Fund of the City of Madera and do not purport to, and do not present fairly the financial position of the City as of June 30, 2021, and the changes in its financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

### **Other Matters**

#### *Required Supplementary Information*

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

Accounting principles generally accepted in the United States of America require that the budgetary comparison schedule on pages 10-11 be presented to supplement the financial statements. Such information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management’s responses to our inquiries, the financial statements, and other knowledge we obtained during our audit of the financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

#### *Supplementary Information*

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

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

### **Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our report dated August 2, 2022, on our consideration of the City’s internal control over financial reporting as it relates to the Measure “T” Fund and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City’s internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering City’s internal control over financial reporting and compliance as it relates to the Measure “T” Fund.

*Price Pange & Company*

Clovis, California  
August 2, 2022

FINANCIAL STATEMENTS

**CITY OF MADERA, CALIFORNIA  
MEASURE "T" FUND  
BALANCE SHEET  
JUNE 30, 2021**

Item 9-9-B.

**ASSETS**

Cash and investments	\$ 10,989,798
Due from other government	<u>728,773</u>
Total assets	<u>\$ 11,718,571</u>

**LIABILITIES**

Accounts payable	\$ <u>5,030</u>
Total liabilities	<u>5,030</u>

**DEFERRED INFLOWS OF RESOURCES**

Unavailable revenues	<u>525,313</u>
Total deferred inflows of resources	<u>525,313</u>

**FUND BALANCE**

Restricted for highway and streets	<u>11,188,228</u>
Total fund balance	<u>11,188,228</u>
Total liabilities, deferred inflows of resources, and fund balance	<u>\$ 11,718,571</u>

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA  
MEASURE "T" FUND  
STATEMENT OF REVENUES, EXPENDITURES  
AND CHANGES IN FUND BALANCE  
FOR THE YEAR ENDED JUNE 30, 2021**

**REVENUES**

Measure "T" sales tax	\$ 3,277,492
Interest	<u>58,216</u>
Total revenues	<u>3,335,708</u>

**EXPENDITURES**

## Current:

Highway and streets	<u>947,027</u>
Total expenditures	<u>947,027</u>
Excess (deficiency) of revenues over (under) expenditures	<u>2,388,681</u>

**OTHER FINANCING SOURCES (USES)**

Transfers out	<u>(875,238)</u>
Total other financing sources (uses)	<u>(875,238)</u>

Net change in fund balance	1,513,443
Fund balance - beginning	<u>9,674,785</u>
Fund balance - ending	<u>\$ 11,188,228</u>

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA  
MEASURE "T" FUND  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021**

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

**Description of Reporting Entity**

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

**Basis of Accounting and Measurement Focus**

The financial statements of the Measure "T" Fund have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The City's significant accounting policies associated to the Measure "T" Fund are described below.

The Measure "T" Fund is a governmental fund specifically categorized as a special revenue fund. Special revenue funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specified purposes. Governmental funds are accounted for on a spending of "current financial resources" measurement focus and the modified accrual basis of accounting. Under modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period.

The City considers revenues reported in the governmental funds to be available if the revenues are collected within sixty days after year-end for all revenues except grants, which use a six-month availability period. The primary revenue sources, which have been treated as susceptible to accrual by the Measure "T" Fund are intergovernmental revenues. Expenditures are recorded in the accompanying period in which the related fund liability is incurred.

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

**Unavailable Revenue**

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



**CITY OF MADERA, CALIFORNIA  
MEASURE "T" FUND  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021**

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING INFORMATION** (Continued)

**Fund Balance Classification**

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

Nonspendable

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

Restricted

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

Committed

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

Assigned

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

Unassigned

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

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

**CITY OF MADERA, CALIFORNIA  
MEASURE "T" FUND  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021**

**NOTE 2 – CASH AND INVESTMENTS**

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

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

City-wide information concerning cash and investments for the year ended June 30, 2021, including authorized investments, custodial credit risk, credit and interest rate risk for debt securities and concentration of investments, carrying amount and market value of deposits and investments, may be found in the notes to the City's Financial Statements.

**NOTE 3 – DEFERRED OUTFLOWS/INFLOWS OF RESOURCES**

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

In addition to liabilities, the balance sheet will sometimes report a section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of fund balance that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The Measure "T" Fund has one type of deferred inflows, unavailable revenues, which totaled \$525,313 as of June 30, 2021.

**NOTE 4 – TRANSFERS**

For the fiscal year ended June 30, 2021, \$875,238 was transferred out of the Measure "T" Fund to the City's General Fund's Public Works Streets department to supplement qualifying street-related operating costs.

**NOTE 5 – CONTINGENCIES**

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

REQUIRED SUPPLEMENTARY INFORMATION

**CITY OF MADERA, CALIFORNIA  
MEASURE "T" FUND  
STATEMENT OF REVENUES, EXPENDITURES AND  
CHANGES IN FUND BALANCES – BUDGET AND ACTUAL  
FOR THE YEAR ENDED JUNE 30, 2021**

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance with Final Budget</u>
<b>REVENUES</b>				
Measure "T" sales tax	\$ 1,881,064	\$ 1,881,064	\$ 3,277,492	\$ 1,396,428
Interest	<u>113,666</u>	<u>113,666</u>	<u>58,216</u>	<u>(55,450)</u>
Total revenues	<u>1,994,730</u>	<u>1,994,730</u>	<u>3,335,708</u>	<u>1,340,978</u>
<b>EXPENDITURES</b>				
Current:				
Highway and streets	<u>903,435</u>	<u>8,836,857</u>	<u>947,027</u>	<u>7,889,830</u>
Total expenditures	<u>903,435</u>	<u>8,836,857</u>	<u>947,027</u>	<u>7,889,830</u>
Excess (deficiency) of revenues over (under) expenditures	<u>1,091,295</u>	<u>(6,842,127)</u>	<u>2,388,681</u>	<u>9,230,808</u>
<b>OTHER FINANCING SOURCES (USES)</b>				
Transfers out	<u>(1,094,338)</u>	<u>(1,094,338)</u>	<u>(875,238)</u>	<u>219,100</u>
Total other financing sources (uses)	<u>(1,094,338)</u>	<u>(1,094,338)</u>	<u>(875,238)</u>	<u>219,100</u>
Net change in fund balance	<u>\$ (3,043)</u>	<u>\$ (7,936,465)</u>	1,513,443	<u>\$ 9,449,908</u>
Fund balance - beginning			<u>9,674,785</u>	
Fund balance - ending			<u>\$ 11,188,228</u>	

**CITY OF MADERA, CALIFORNIA  
MEASURE "T" FUND  
NOTE TO THE REQUIRED SUPPLEMENTARY INFORMATION  
FOR THE YEAR ENDED JUNE 30, 2021**

**NOTE 1 – BUDGETARY INFORMATION**

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

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

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

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

*THIS PAGE IS LEFT BLANK INTENTIONALLY.*

SUPPLEMENTARY INFORMATION

**CITY OF MADERA, CALIFORNIA**  
**MEASURE "T" FUND**  
**BALANCE SHEET BY FUNDING SOURCE**  
**JUNE 30, 2021**

	Commute Corridors/ Farm to Market	Safe Routes to School and Jobs	Transit Enhancement	Environmental Enhancement	Total
<b>ASSETS</b>					
Cash and investments	\$ 8,323,249	\$ 1,954,118	\$ 487,457	\$ 224,974	\$ 10,989,798
Due from other government	<u>355,500</u>	<u>316,395</u>	<u>28,438</u>	<u>28,440</u>	<u>728,773</u>
Total assets	<u>\$ 8,678,749</u>	<u>\$ 2,270,513</u>	<u>\$ 515,895</u>	<u>\$ 253,414</u>	<u>\$ 11,718,571</u>
<b>LIABILITIES</b>					
Accounts payable	\$ 5,030	\$ -	\$ -	\$ -	\$ 5,030
Total liabilities	<u>5,030</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>5,030</u>
<b>DEFERRED INFLOWS OF RESOURCES</b>					
Unavailable revenues	<u>256,251</u>	<u>228,063</u>	<u>20,499</u>	<u>20,500</u>	<u>525,313</u>
Total deferred inflows of resources	<u>256,251</u>	<u>228,063</u>	<u>20,499</u>	<u>20,500</u>	<u>525,313</u>
<b>FUND BALANCES</b>					
Restricted for highway and streets	<u>8,417,468</u>	<u>2,042,450</u>	<u>495,396</u>	<u>232,914</u>	<u>11,188,228</u>
Total fund balances	<u>8,417,468</u>	<u>2,042,450</u>	<u>495,396</u>	<u>232,914</u>	<u>11,188,228</u>
Total liabilities, deferred inflows of resources, and fund balances	<u>\$ 8,678,749</u>	<u>\$ 2,270,513</u>	<u>\$ 515,895</u>	<u>\$ 253,414</u>	<u>\$ 11,718,571</u>



**CITY OF MADERA, CALIFORNIA**  
**MEASURE "T" FUND**  
**SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE**  
**BY FUNDING SOURCE**  
**FOR THE YEAR ENDED JUNE 30, 2021**

	Commuter Corridors/ Farm to Market	Safe Routes to School and Jobs	Transit Enhancement	Environmental Enhancement	Total
<b>REVENUES</b>					
Measure "T" sales tax	\$ 1,598,779	\$ 1,422,914	\$ 127,897	\$ 127,902	\$ 3,277,492
Interest	<u>41,768</u>	<u>12,781</u>	<u>2,330</u>	<u>1,337</u>	<u>58,216</u>
Total revenues	<u>1,640,547</u>	<u>1,435,695</u>	<u>130,227</u>	<u>129,239</u>	<u>3,335,708</u>
<b>EXPENDITURES</b>					
Current:					
Highway and streets	<u>723,832</u>	<u>71,864</u>	<u>9,426</u>	<u>141,905</u>	<u>947,027</u>
Total expenditures	<u>723,832</u>	<u>71,864</u>	<u>9,426</u>	<u>141,905</u>	<u>947,027</u>
Excess (deficiency) of revenues over (under) expenditures	<u>916,715</u>	<u>1,363,831</u>	<u>120,801</u>	<u>(12,666)</u>	<u>2,388,681</u>
<b>OTHER FINANCING SOURCES (USES)</b>					
Transfers out	<u>(11,305)</u>	<u>(863,933)</u>	<u>-</u>	<u>-</u>	<u>(875,238)</u>
Total other financing sources (uses)	<u>(11,305)</u>	<u>(863,933)</u>	<u>-</u>	<u>-</u>	<u>(875,238)</u>
Net change in fund balances	905,410	499,898	120,801	(12,666)	1,513,443
Fund balances - beginning	<u>7,512,058</u>	<u>1,542,552</u>	<u>374,595</u>	<u>245,580</u>	<u>9,674,785</u>
Fund balances - ending	<u>\$ 8,417,468</u>	<u>\$ 2,042,450</u>	<u>\$ 495,396</u>	<u>\$ 232,914</u>	<u>\$ 11,188,228</u>

*THIS PAGE IS LEFT BLANK INTENTIONALLY.*

COMPLIANCE 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* AND THE  
RULES AND REGULATIONS OF THE MEASURE "T" ENABLING LEGISLATION

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

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Measure "T" Fund of the City of Madera, California (the City), as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Measure "T" Fund financial statements, and have issued our report thereon dated August 2, 2022.

### Internal Control Over Financial Reporting

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

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

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

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

## Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Measure "T" Fund financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our audit was further made to determine that allocations made and expended by the City were made in accordance with the Measure "T" Enabling Legislation. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

## Purpose of this Report

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

*Price Pange & Company*

Clovis, California  
August 2, 2022



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 9-C

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

---

**SUBJECT:**

Executive Minutes – August 5, 2022

**Enclosure:** Yes

**Action:** Approve August 5, 2022 meeting minutes

**SUMMARY:**

Attached are the Executive Minutes for the August 5, 2022, Madera County Transportation Authority Board Special Meeting.

**FISCAL IMPACT:**

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



# MADERA COUNTY TRANSPORTATION AUTHORITY

---

## EXECUTIVE MINUTES Special Meeting

**Date:** August 5, 2022

**Time:** 11:11 a.m.

**Place:** Madera County Transportation Authority  
In person and Zoom

**Members Present:** Chairman Tom Wheeler, Supervisor, County of Madera  
Vice Chair, Diana Palmer, Council Member, City of Chowchilla  
Robert Poythress, Supervisor, County of Madera  
Cecelia Gallegos, Council Member, City of Madera  
Leticia Gonzalez, Supervisor, County of Madera

**Members Absent:** Brett Frazier, Supervisor, County of Madera  
Jose Rodriguez, Council Member, City of Madera

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

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

### 1. CALL TO ORDER

Chair Wheeler opened the meeting and turned over chair duties to Vice Chair Palmer.

### 2. PLEDGE OF ALLEGIANCE



**3. PUBLIC COMMENT**

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

No public comment was received.

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

**4. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS**

None

**OTHER ITEMS**

**5. AUTHORITY ACTION/DISCUSSION ITEMS**

- A. Consider Adoption of Ordinance – Before the Madera County 2006 Transportation Authority Ordinance No. 2022-01 (Measure T)

**Action:** Vice Chairman Palmer opened the floor for public comments. No comments were received. Upon motion by Commissioner Wheeler, seconded by Commissioner Poythress to waive reading and approve and adopt, by title only, an Ordinance – Before the Madera County 2006 Transportation Authority Ordinance No. 2022-01 and authorize the Vice-Chair to sign on behalf of the Chair. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Poythress	Yes
Commissioner Gonzalez	Yes
Commissioner Gallegos	Yes
Vice Chair Palmer	Yes
Chairman Wheeler	Yes
Vote passed 5-0	

- B. Confirmation and reiteration of a call for special election, to be consolidated with the general election, by the Board of Supervisors; approve Measure T Renewal Investment Plan and Implementing Guidelines; and request extension of the Authority’s term – Resolution 2022-04

**Action:** Vice Chairman Palmer opened the floor for public comments. No comments in person, via zoom, and emails were made. No public comments were made. Upon motion by Commissioner Poythress, seconded by Commissioner Gallegos to approve Resolution 2022-04 confirming and reiterating a call for a special election by the Board of Supervisors on a retail transaction and use tax ordinance, consolidation of the election with a statewide general election to be held on November 8, 2022, approving the 2022 Measure T Renewal Investment Plan and Implementing Guidelines, and requesting the extension of the Authority’s term certain related matters and authorize the Vice-Chair to sign the same on behalf of the Chair. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Poythress	Yes
Commissioner Gonzalez	Yes
Commissioner Gallegos	Yes
Vice Chair Palmer	Yes
Chairman Wheeler	Yes
Vote passed 5-0	

**6. MISCELLANEOUS**

- A. Items from Staff

Patricia Taylor, Executive Director, thanked the Board of Directors for their patience and assistance during this process.

- B. Items from Caltrans

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

- C. Items from Commissioners

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

**7. ADJOURNMENT**

Meeting adjourned at 11:36 a.m.

Respectfully Submitted,



Patricia S. Taylor  
Executive Director  
Madera County Transportation Commission  
Madera County Transportation Authority



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 9-D

**PREPARED BY:** Patricia Taylor, Executive Director

---

**SUBJECT:**

Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 11

**Enclosure:** Yes

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

**SUMMARY:**

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTA Policy Board approve Resolution 21-1 Amendment No. 11, allowing for continued remote teleconferenced public meetings for all MCTC Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

**FISCAL IMPACT:**

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

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

In the matter of  
**FINDING OF A PROCLAMATION OF A STATE  
OF EMERGENCY BY THE GOVERNOR’S  
ORDER DATED 3-4-20 PERSISTS, AND  
AUTHORIZING REMOTE TELECONFERENCE  
MEETINGS OF THE POLICY BOARD AND ITS  
COMMITTEES OF THE MADERA COUNTY  
TRANSPORTATION AUTHORITY FOR THE  
PERIOD OF SEPTEMBER 1 THROUGH  
SEPTEMBER 30, 2022, PURSUANT TO  
BROWN ACT PROVISIONS**

Resolution No.: **21-1**  
**Amendment No. 11**

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

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

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

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

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

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

**WHEREAS**, the Policy Board previously adopted Resolution 21-1 on September 30, 2021, finding that the requisite conditions exist for the Policy Board and its committees to conduct remote teleconference meetings without compliance with paragraph (3) of subdivision (b) of section 54953; and

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

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

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

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

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

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

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

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

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

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

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

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

The foregoing resolution was adopted this 31<sup>st</sup> day of August, 2022 by the following vote:

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

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

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



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 10-A  
**PREPARED BY:** Patricia Taylor, Executive Director

---

**SUBJECT:**

Resolution confirming board authority to terminate, and commitment to review Measure T – Resolution 2022-05

**Enclosure:** Yes

**Action:** Approve Resolution 2022-05 confirming board authority to terminate, and commitment to review Measure T

**SUMMARY:**

The Madera County 2006 Transportation Authority (Authority) through the County of Madera has submitted to the voters at the General Election on November 8, 2022, a ballot measure to consider adopting a proposed ordinance to renew Measure T.

Measure T will continue to require strict fiscal accountability protections, including a Citizens' Oversight Committee, annual independent audits, public disclosure of all spending, and a complete review of the Measure T Investment Plan at least every 15 years.

If Measure T is renewed by the voters, the Authority also desires to make clear its intent to ensure that there is regular review of Measure T, and to reiterate the Authority's ability to terminate the Measure if necessary for the public interest.

The Authority Board recognizes that as provided in Section 6 of the Ordinance (Ordinance No. 2022-01), the Measure T extension may be terminated earlier than by voter approval "by a majority vote of the Authority members, if the members determine, following a public hearing, that the purposes of the tax have been fulfilled and that an earlier termination is in the public interest and there are no obligations outstanding." The Authority would initiate a repeal of the measure if there were such support and as may be necessary to protect the public interest. Resolution 2022-05 commits the Authority to conduct a public hearing every 20 years to determine if the conditions for termination exist.

**FISCAL IMPACT:**

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



Resolution No.: 2022-05

RESOLUTION CONFIRMING BOARD  
AUTHORITY TO TERMINATE, AND  
COMMITMENT TO REVIEW, MEASURE T

BEFORE  
THE MADERA COUNTY 2006  
TRANSPORTATION AUTHORITY

In the Matter of )  
ORDINANCE NO. 2022-01 )  
Measure T Transaction and Use Tax Renewal )  
\_\_\_\_\_ )

**WHEREAS**, the Madera County 2006 Transportation (the “Authority”) via the County of Madera (“County”) has submitted to the voters at the General Election on November 8, 2022, a ballot measure to consider adopting a proposed ordinance to renew Measure T (“Measure T Renewal”); and

**WHEREAS**, Measure T funding will continue to require strict fiscal accountability protections, including a Citizens’ Oversight Committee, annual independent audits, public disclosure of all spending, and a complete review of the Measure T Investment Plan at least every 15 years; and

**WHEREAS**, if Measure T is renewed, the Authority also desires to make clear its intent to ensure that there is regular review of Measure T, and to reiterate the Authority’s ability to terminate the Measure if necessary for the public interest.

**NOW, THEREFORE, BE IT RESOLVED**, by the Madera County 2006 Transportation Authority:

1. The Board finds that as provided in Section 6 of the Ordinance, the Measure T extension may be terminated earlier than by voter approval “by a majority vote of the Authority members, if the members determine, following a public hearing, that the purposes of the tax have been fulfilled and that an earlier termination is in the public interest and there are no obligations outstanding.” Therefore, the Authority would initiate a repeal of the measure if there were such support and as may be necessary to protect the public interest. The Authority Board hereby agrees to conduct a public hearing every 20 years to determine if the conditions for termination exist.

2. This Resolution shall be effective immediately upon passage and adoption.

The foregoing Resolution was adopted this 31<sup>st</sup> day of August 2022, by the following vote:

Authority – Resolution 2022-05

Chairman Wheeler \_\_\_\_\_  
Vice Chair Palmer \_\_\_\_\_  
Commissioner Gallegos \_\_\_\_\_  
Commissioner Rodriguez \_\_\_\_\_  
Commissioner Frazier \_\_\_\_\_  
Commissioner Poythress \_\_\_\_\_

\_\_\_\_\_  
Chair, Madera County 2006  
Transportation Authority

\_\_\_\_\_  
Executive Director, Madera County  
2006 Transportation Authority



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 10-B

**PREPARED BY:** Patricia Taylor, Executive Director

---

**SUBJECT:**

Measure T Public Education Outreach

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

MCTA staff is continuing its work to reach out to various communities and organizations in the Madera County region. Included in your package is a copy of the most recent Measure T Fact Sheet (English and Spanish), and FAQs. All materials can also be found at: [www.KeepMaderaMoving.org](http://www.KeepMaderaMoving.org).

**FISCAL IMPACT:**

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



## LOCAL FUNDING FOR TRANSPORTATION IMPROVEMENTS IN MADERA COUNTY

Since 1990, transportation improvements in Madera County have been supported by a ½ cent sales tax known as Measure T. Since the passage of Measure T, many important transportation improvements have been completed or are in progress in communities throughout Madera County.

## INVESTING IN LOCAL AND REGIONAL PROJECTS



Thanks to Measure T funds, communities across Madera County have benefited from highway and interchange upgrades, road repair and improvements, public transit, bike and pedestrian safety and other programs to relieve traffic and provide safe and affordable transportation options for all residents.

## BIG IMPACT FOR OUR GROWING COMMUNITY



Measure T provides over \$12 million per year in locally controlled funding for local transportation projects and has allowed the County to leverage \$226 million in additional state and federal matching funds to make priority repairs and transportation improvements to meet the County's growing needs. In the past 30 years Madera County's population has nearly doubled, and experts forecast that it will continue to grow at a fast rate. Without a local measure, we will not get our fair share of State and Federal funding and would lose those funds to other communities like Los Angeles and San Francisco.

## STRICT OVERSIGHT AND ACCOUNTABILITY

Measure T has followed strict fiscal accountability standards including:



All Measure T funds are locally controlled and cannot be taken away by the State



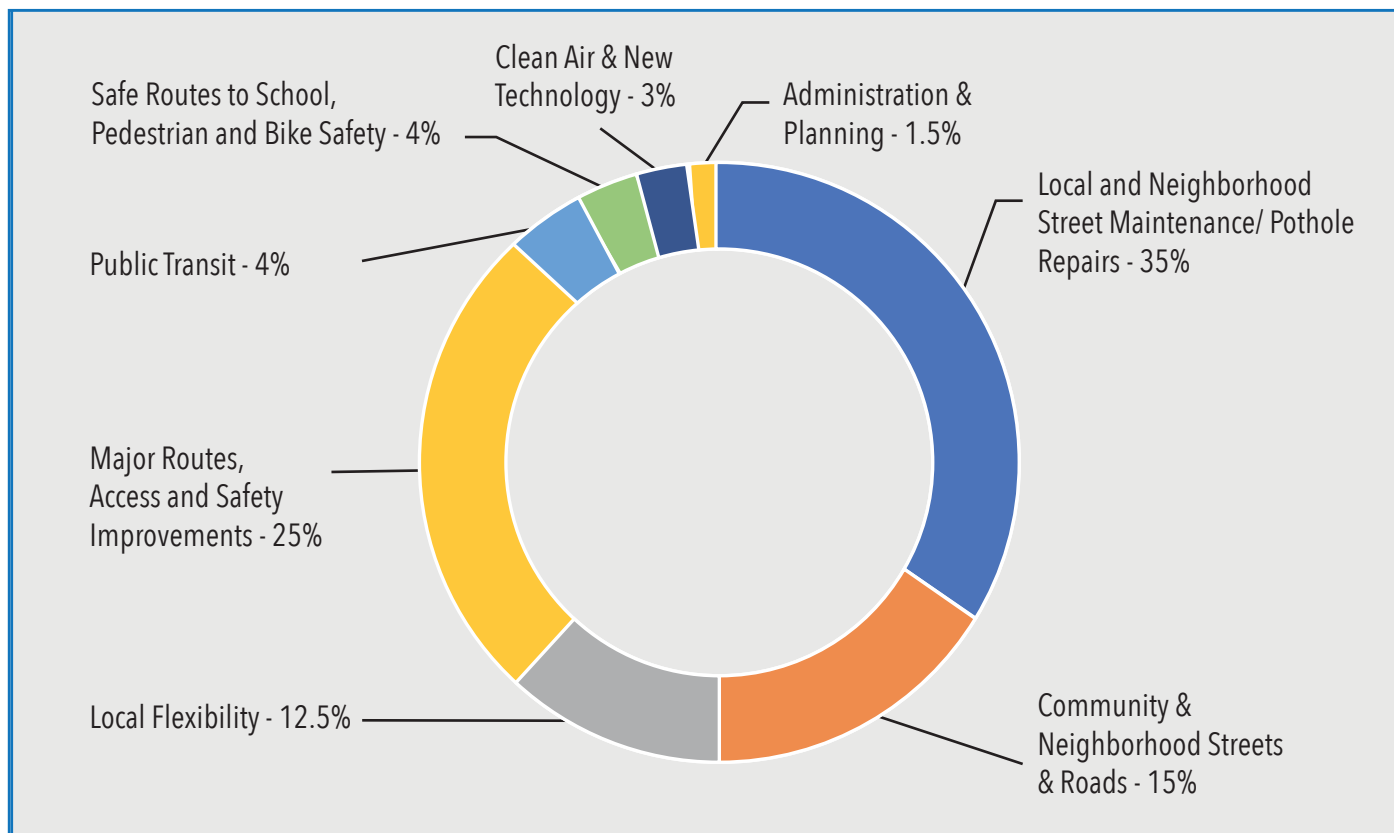
An independent citizens' oversight committee and mandatory annual audits have confirmed every year that funds have been spent properly, in accordance with the voter-approved expenditure plan

## LEARN MORE!

Measure T is soon set to expire, so the Madera County Board of Supervisors has placed a measure on the November 8, 2022 ballot to renew this funding at the current rate. To learn more and to view the full Investment Plan, please visit [www.KeepMaderaMoving.org](http://www.KeepMaderaMoving.org).



## PROPOSED MEASURE T RENEWAL ALLOCATION OF SALES TAX FUNDING TO VARIOUS TRANSPORTATION PROGRAMS



### Proposed Measure T Renewal Funding Allocations

- **62.5%** of the Measure Renewal funding will be allocated to the **Community and Neighborhood Streets and Roads Program**, which includes three (3) subprograms:
  1. **The Local and Neighborhood Street Maintenance and Pothole Repairs Subprogram - 35%** of expected Measure funds are directed to “Fix-It-First” street and road projects and programs. Projects include pothole repair, asphalt overlay, and other road maintenance activities including within Maintenance Districts.
  2. **The Community & Neighborhood Streets & Roads Subprogram – 15%** of the funds are directed to needs that each of the cities and Madera County can allocate to other local, collector, and arterial street and road improvements throughout the region, including within Maintenance Districts. Improvements include eliminating bottlenecks in existing streets caused by inconsistent growth patterns, additional lanes, bridge improvements, and operational improvements including those located within Maintenance Districts.



3. **The Local Flexibility Subprogram – 12.5%** of the funding is directed to transportation needs throughout the region including Maintenance Districts. Needs include rehabilitating aged local roads, collectors, and arterials and other local street and road, safe routes to school, pedestrian, bicycle, and trail, enhanced public transit, and/or other transportation improvements to address each city's and the County's own individual transportation needs over the life of the Measure.
- **25%** of the Measure will be directed toward the **Major Routes, Access & Safety Improvements Program** including major corridors, interchange modifications, bridge improvements, and other improvement projects along State Highways and major arterials throughout the County. These projects will enhance connections and access within the cities and between the cities and rural communities.
  - **4%** of the Measure funding will be allocated to **Public Transit Program** systems and services throughout the County, including transit services operated by the cities of Madera and Chowchilla and Madera County.
  - **4%** of the Measure will be allocated to **Safe Routes to School & Pedestrian & Bike Safety Program** improvements, including bicycle, pedestrian, and trail projects, safe routes to school, access for people with disabilities, and other safety-related improvements. Improvements can be made throughout the region through the Maintenance Districts.
  - **3%** of the funds are available for projects that enhance **Clean Air & New Technology Program**, including clean transportation projects and programs and other projects that will improve air quality, address climate change, and improve health.
  - **1.5%** of the Measure will be allocated to the **Administration & Planning Program** for Measure T Renewal administration and planning activities of the Madera County Transportation Authority (MCTA or Authority) and the Madera County Transportation Commission (MCTC).

Additional details regarding the implementation of each of the Programs and Subprograms are provided in the 2022 Measure T Renewal Investment Plan Implementing Guidelines, which can be found at:

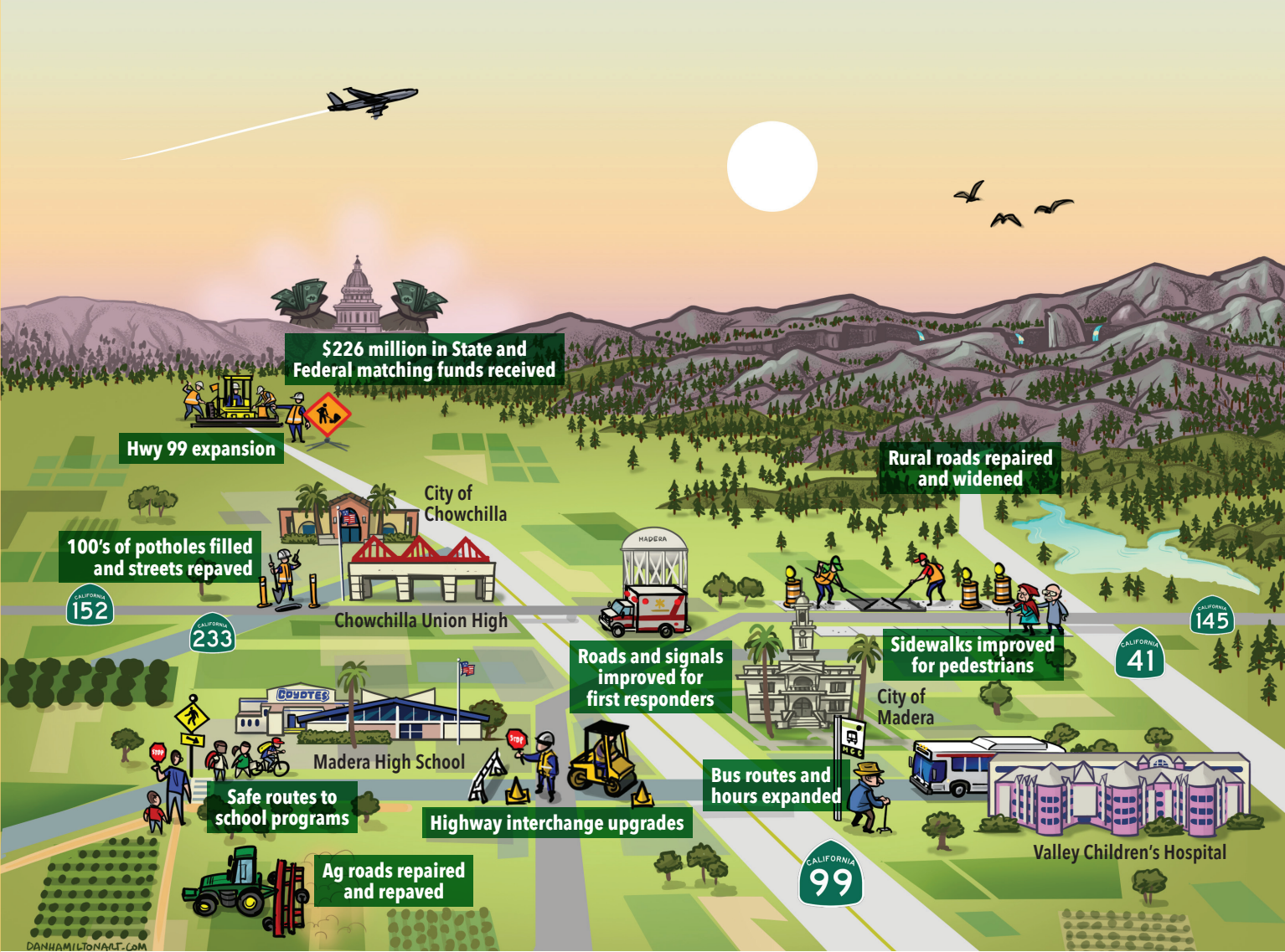
[www.maderactc.org/measuret/page/measure-t-renewal](http://www.maderactc.org/measuret/page/measure-t-renewal)





**RENEWING LOCAL FUNDING FOR TRANSPORTATION MEASURE T**

# MEASURE T: 30 YEARS OF TRANSPORTATION IMPROVEMENTS IN MADERA COUNTY





## FINANCIAMIENTO LOCAL PARA MEJORAS DE TRANSPORTE EN EL CONDADO DE MADERA

Desde 1990, las mejoras de transporte en el Condado de Madera han sido apoyadas con un impuesto sobre las ventas de ½ centavo conocido como la Iniciativa de Ley T. Desde que se aprobó la Iniciativa de Ley T, muchas mejoras importantes de transporte han sido terminadas o están en proceso en comunidades por todo el Condado de Madera.

## INVERTIR EN PROYECTOS LOCALES Y REGIONALES



Gracias a los fondos de la Iniciativa de Ley T, comunidades por todo el Condado de Madera se han beneficiado de mejoras a carreteras e intercambios, reparación y mejora de pavimento en calle, transporte público, seguridad para bicicletas y peatones y otros programas para atenuar el tráfico y para ofrecer opciones de transporte seguras y asequibles para todos los residentes.


## UN GRAN IMPACTO PARA NUESTRA COMUNIDAD EN CRECIMIENTO




La Iniciativa de Ley T ofrece más de \$12 millones al año en fondos con control local para proyectos locales de transporte y ha permitido al Condado apalancar \$226 millones en adicionales fondos que el estado y el gobierno federal igualan para realizar reparaciones y mejoras prioritarias al transporte para cubrir las necesidades en aumento del Condado. En los 30 últimos años la población del Condado de Madera ha aumentado casi al doble y los expertos pronostican que seguirá creciendo a un ritmo rápido. Sin una iniciativa de ley local, no recibiremos la parte que nos corresponde de financiamiento estatal y federal y perderíamos esos fondos que irían a otras comunidades como Los Ángeles y San Francisco.

## SUPERVISIÓN Y RENDICIÓN DE CUENTAS ESTRICTAS

La Iniciativa de Ley T ha seguido estrictos estándares de responsabilidad fiscal como:

 Todos los fondos de la Iniciativa de Ley T tienen control local y el Estado no puede tomarlos

 Un comité independiente de supervisión ciudadana y auditorías anuales obligatorias han confirmado cada año que los fondos se han usado debidamente, de conformidad con el plan de gastos aprobado por los electores

## ¡QUEREMOS SU OPINIÓN!

La Iniciativa de Ley T está a punto de vencer y la Autoridad de Transporte del Condado de Madera (Madera County Transportation Authority o MCTA) está considerando opciones para renovar este financiamiento y decidiendo cómo se podría priorizar el financiamiento futuro para cubrir las necesidades cambiantes de nuestro Condado.

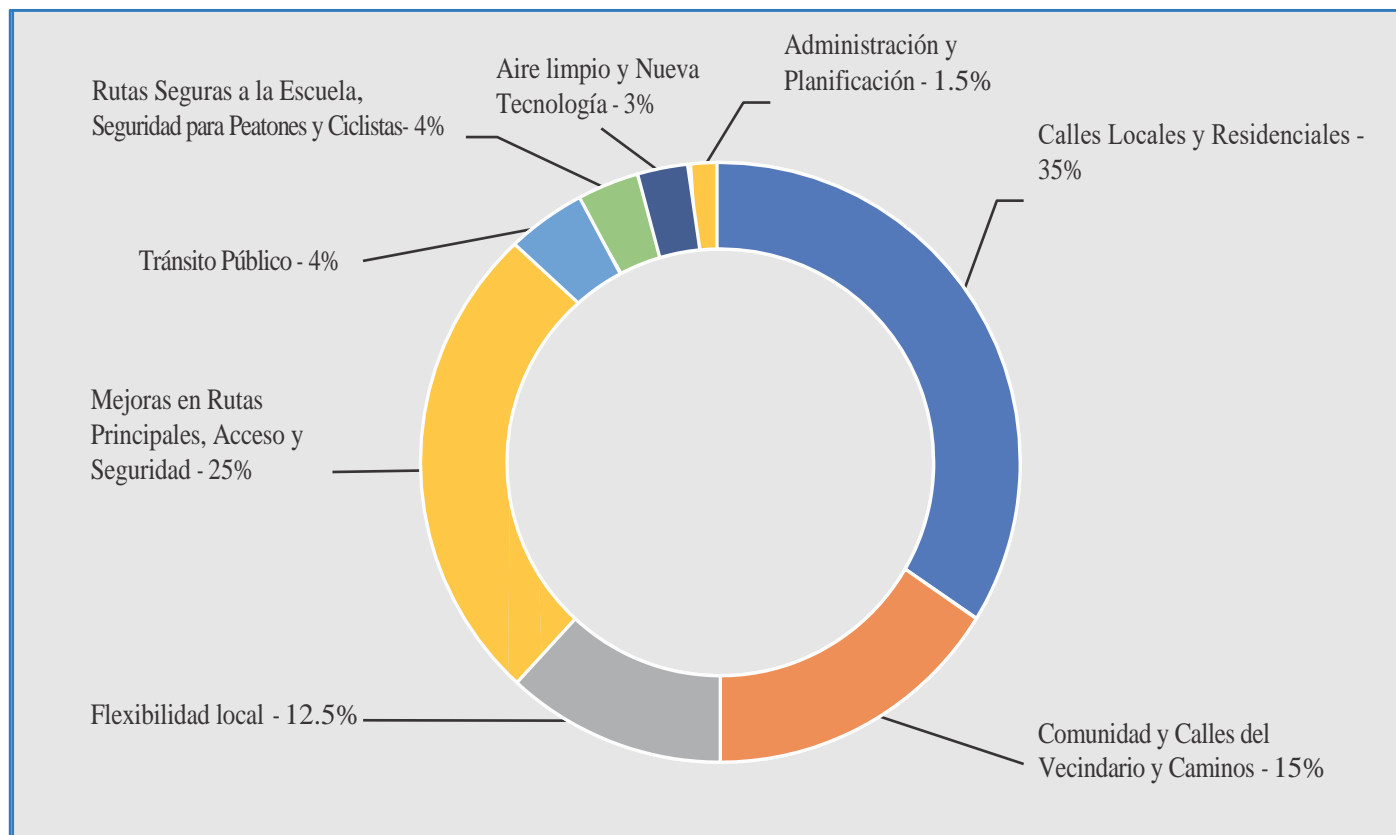
La MCTA seguirá pidiendo la opinión de la comunidad a medida que exploremos nuestras opciones de financiamiento local. Su opinión es importante para nosotros. Para dar su opinión o informarse más, visite [tinyurl.com/MeasureTSurvey](http://tinyurl.com/MeasureTSurvey) o escriba por correo electrónico a [MeasureT@maderactc.org](mailto:MeasureT@maderactc.org)





## RENOVACIÓN DE LA INICIATIVA T PROPUESTA

### ASIGNACIÓN DE FONDOS DEL IMPUESTO SOBRE LAS VENTAS PARA VARIOS PROGRAMAS DE TRANSPORTACIÓN



#### Asignaciones de fondos de renovación de la Iniciativa T propuesta

- **El 62.5%** del financiamiento de la Iniciativa de Renovación se destinará al **Programa de Calles y Caminos Comunitarios y Vecindarios**, que incluye tres (3) subprogramas:
  1. **Subprograma de Mantenimiento de Calles Locales y Vecindarios y Reparación de Baches - 35%** de los fondos esperados de la Iniciativa se destinan a proyectos y programas de calles y carreteras "Arréglalo primero". Los proyectos incluyen la reparación de baches, la añadidura de asfalto y otras actividades de mantenimiento de carreteras, incluso dentro de los distritos de mantenimiento.
  2. **El Subprograma de Calles y Caminos de Comunidades y Vecindarios – 15%** de los fondos se destinan a las necesidades que cada una de las ciudades y el condado de Madera cuales se pueden asignar a otras mejoras locales, colectoras y de calles arteriales y carreteras en toda la región, incluso dentro de los distritos de mantenimiento. Las mejoras incluyen la eliminación de estanques en las calles existentes causados por patrones de crecimiento inconsistentes, carriles adicionales, mejoras de puentes y mejoras operativas, incluyendo aquellas ubicadas dentro de los distritos de mantenimiento.



3. **El Subprograma de Flexibilidad Local – 12.5%** de los fondos se dirige a las necesidades de transporte en toda la región, incluyendo los distritos de mantenimiento. Las necesidades incluyen la rehabilitación de caminos locales antiguos, colectores y arterias y otras calles y caminos locales, rutas seguras a la escuela, para peatones, ciclistas y senderos, transporte público mejorado y/u otras mejoras de transporte para abordar las necesidades de cada ciudad y del condado. Necesidades de transporte individuales durante el periodo de la Iniciativa.
- **El 25 %** de la Iniciativa se destinará al **Programa de Mejoras de Rutas Principales, Acceso y Seguridad** incluyendo corredores principales, modificaciones de transición de caminos, mejoras de puentes y otros proyectos de mejora a lo largo de las carreteras estatales y las arterias principales en todo el condado. Estos proyectos mejorarán las conexiones y el acceso dentro de las ciudades y entre las ciudades y las comunidades rurales.
  - **4%** de los fondos de la Iniciativa se asignarán a los **sistemas y servicios del Programa de Transporte Público** en todo el Condado, incluyendo los servicios de transporte operados por las ciudades de Madera y Chowchilla y el Condado de Madera.
  - **4%** de la Iniciativa se asignará para mejoras al **Programa de Rutas Seguras a la Escuela y Seguridad y para Peatones y Ciclistas**, incluyendo proyectos de bicicletas, peatones y senderos, rutas seguras a la escuela, acceso para personas con discapacidades y otras mejoras relacionadas con la seguridad. Se pueden realizar mejoras en toda la región a través de los Distritos de Mantenimiento.
  - **3%** de los fondos están disponibles para proyectos que mejoran el **Aire Limpio y Nuevas Tecnologías**, incluyendo proyectos y programas de transporte limpio y otros proyectos que mejorarán la calidad del aire, abordarán el cambio climático y mejorarán la salud.
  - **1.5%** de la Iniciativa se asignará al Programa de **Administración y Planificación** para la renovación de la Iniciativa T actividades de administración y planificación de la Autoridad de Transporte del Condado de Madera (MCTA o Autoridad) y la Comisión de Transporte del Condado de Madera (MCTC).

Se proporcionan detalles adicionales sobre la implementación de cada uno de los Programas y Subprogramas en la Guía de Implementación del Plan de Inversión de la Renovación de la Iniciativa T del 2022, los cuales se pueden encontrar en:

[www.maderactc.org/measuret/page/measure-t-renewal](http://www.maderactc.org/measuret/page/measure-t-renewal)





**RENOVAR** EL FINANCIAMIENTO LOCAL  
PARA EL **TRANSPORTE**  
INICIATIVA DE LEY T

# INICIATIVA DE LEY T: 30 AÑOS DE MEJORAS DE TRANSPORTE EN EL CONDADO DE MADERA





## Frequently Asked Questions (FAQs)

### How are roads and transportation projects funded in Madera County?

In addition to state and federal funding, transportation improvements in Madera County have been supported by a ½ cent sales tax measure known as Measure T, initially approved in 1990 and renewed in 2006 by voters.

Measure T provides over \$12 million per year in locally controlled funding for local transportation projects, including road repair and improvements, highway and interchange upgrades, public transit, bike and pedestrian safety, and other programs to relieve traffic and provide safe and affordable transportation options for all residents.

### What is the benefit of having stable, local transportation funds?

Because of Measure T we have been able to leverage over \$226 million dollars in matching funds from the state and federal government. Without a local measure, we would not get our fair share of funding.

Measure T also provides local flexibility to address local priorities. According to financial projections, Measure T will provide approximately \$204 million in new revenues for transportation improvements for Madera County for the duration of the measure.

### How are funds from Measure T allocated?

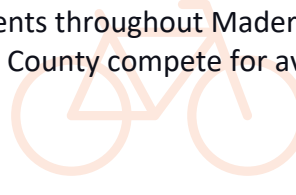
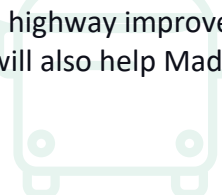
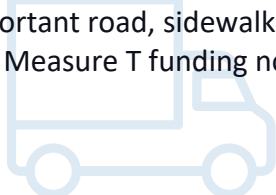
Measure T funding is allocated based on the population size of three local jurisdictions. The funds are allocated between Madera County, the City of Madera, and the City of Chowchilla.

### When does Measure T expire?

Measure T was approved with a 20-year expiration date and will expire in 2026 unless renewed by voters. The Madera County Board of Supervisors has placed a measure on the November 8, 2022 ballot to renew this source of local transportation funding at the current rate.

### Why do we need to renew this funding now when it expires in 2026?

Transportation projects like road repairs, highway improvements and traffic safety upgrades require significant planning and engineering before they can be implemented. If we wait until the last minute before Measure T funding is about to expire to seek a renewal, projects will have to be put on hold until we know the funding is in place to proceed. This will delay the completion of important road, sidewalk and highway improvements throughout Madera County. Renewing Measure T funding now will also help Madera County compete for available





state and federal matching funds that will otherwise go to communities like Los Angeles and San Francisco. Most public agencies seeking to renew an expiring funding stream do not wait until just before the expiration to renew the funding in order to allow for continuity in planning and delivery of funded improvements.

#### **How long would a renewal measure last?**

If approved by voters, the Measure T renewal will last until ended by voters. This will allow Madera County to rely on this funding on an ongoing basis to meet local transportation needs and to plan for the future.

#### **If the funding were to be approved until ended by voters, how could the funding be repealed?**

Any measure approved by voters could be repealed through the Citizens Initiative process by collecting signatures equal to 5% of all votes cast in county for candidates for governor in the last statewide election. The Authority Board could also repeal the tax.

The Plan will be revisited every 15 years to determine if funding priorities have changed and to provide for any necessary amendments to the Investment Plan.

#### **If Measure T funding were repealed by a Citizens Initiative, what would happen to projects underway?**

First, any revenue used to repay debt for local transportation projects could not be repealed until that debt is repaid. Second, during the time that it takes for the Citizens Initiative to play out, transportation projects in the County could be halted or slowed pending the outcome of the election and future funding.

#### **Can spending priorities be changed following voter approval of the measure?**

The Authority and MCTC will revisit or amend the Investment Plan at a minimum of every 15 years and every 15 years thereafter to potentially adjust the transportation programs and associated allocations of Measure T proceeds to ensure that the Plan addresses the future transportation needs of the County and its residents as determined through a comprehensive public engagement process.

#### **Who decides how Measure T funds are spent?**

Since 2006, the Measure T Transportation Sales Tax Program has been administered by the MCTA and the Madera County Transportation Commission (MCTC). The three local jurisdictions, Madera County, City of Madera and City of Chowchilla develop their lists of projects prior to presenting to MCTA for approval.



MCTA administers Measure T funding. MCTA is represented by six (6) members including:

- 3 members of the Board of Supervisors
- 2 members representing the City of Madera
- 1 member representing the City of Chowchilla

### How can existing Measure T funds be used?

The allocation of Measure T funds is outlined in the Investment Plan. The Investment Plan was developed by a Steering Committee who developed the Measure T funding program. The Measure T Investment Plan details some of the following ways existing funds can be used.

#### Regional Transportation Projects

- Improve freeway interchanges
- Add additional lanes
- Increase safety as determined by the local jurisdictions
- Improve and reconstruct major commute corridors to enhance access between the cities and communities

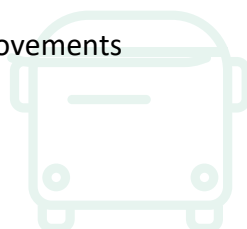
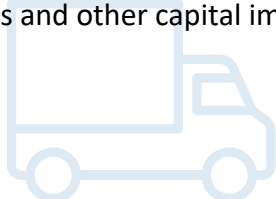
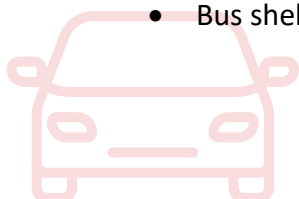
#### Local Transportation Projects

- Fill potholes
- Repave streets
- County Maintenance District Area improvements
- Add additional lanes to existing streets and roads
- Improve sidewalks
- Improve traffic control devices to enhance student and public safety
- Enhance public transit
- Construct bicycle and pedestrian projects and improvements
- Separate street traffic from rail traffic

#### Public Transportation Projects

Major new expansions of the express, local, and feeder bus services including additional:

- Routes
- Buses (including low emission)
- Night and weekend service
- Bus shelters and other capital improvements





### Clean Air and New Technology Program

To improve air quality and the environment through four important programs:

- Alternative fueling facilities
- Clean air vehicles
- New Technology projects
- Car and Vanpool Programs support and coordination

### Administration and Planning Program

Measure T funding is provided to the MCTA to:

- Prepare Investment Plan updates
- Develop allocation program requirements
- Conduct audits and facilitate the Citizen's Oversight Committee
- Administer and conduct specified activities identified in the other four (4) programs described above

### What specific projects have been completed with Measure T funds?

#### Completed regional projects include:

##### Ellis Street Overcrossing

- Improved traffic flow and increased safety
- Relieved congestion at the Hwy 99 and Cleveland Avenue interchange
- Connected North Madera and West Madera
- Assisted in accommodating the growing needs for better and safer streets
- Having Measure T allowed this project to be delivered a decade earlier

##### 4th Street Widening

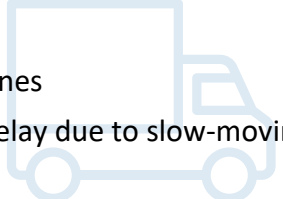
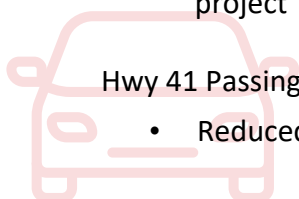
- Improved traffic flow for Hwy 99 on and off ramps and at city street intersections
- Increased capacity and traffic flow on the 4th Street and Hwy 99 overcrossing
- Having Measure T allowed this project to be delivered a decade earlier

##### Hwy 99 Widening and Avenue 12-17 Improvements

- Improved traffic flow and increased safety
- Reduced traffic congestion
- Leveraging Measure T helped to secure State bond funds to accelerate delivery of the project

##### Hwy 41 Passing Lanes

- Reduced delay due to slow-moving vehicles on uphill grades





- Improved overall traffic flow
- Having Measure T allowed this project to be delivered a decade earlier
- Leveraged \$1.3 million in funding
- Improved traffic flow and increased safety

River Parkway Road (Mid Town Connector) in Oakhurst

**Recently completed local projects include:**

North Fork Roundabout (Madera County)

Fuller Neighborhood Project (City of Chowchilla)

- Leveraged Federal funding
- Increased pedestrian safety

Wilson School Area Pedestrian Improvements and Orange/6th Street Rehabilitation (City of Chowchilla)

- Leveraged State Local Partnership Program funding

Alley Paving at Various Locations (City of Madera)

- Leveraged Federal Congestion Mitigation Air Quality funding

City Street 3R and ADA Project (City of Madera)

- Leveraged State Senate Bill 1 and Local Partnership Program funding

To learn more about projects, including projects in progress, please visit:

<https://www.maderactc.org/measuret>

**How do we know if Measure T funds have been spent as promised?**

Measure T requires a clear system of accountability, including a Citizens' Oversight Committee and annual independent audits to ensure that the money from the measure has been spent appropriately and in accordance with the voter-approved expenditure plan. An independent committee reported that all Measure T funds have been spent as voters intended, and the MCTA has been open and transparent about all expenditures. To view those reports, please visit <https://www.maderactc.org/measuret/page/measure-t-oversight-committee-coc>

**How much of the Measure T revenues generated go to administrative costs?**

The Administration and Planning Program will receive 1.5% of Measure T Renewal revenues. Of this amount, salaries and benefits shall not exceed 1%.





### What is the financial impact to you?

Measure T is a current 1/2 cent or one half of one percent (.5%) retail transaction and use tax. It is a portion of the local, Madera County, and State sales taxes collected by merchants on all qualifying (groceries are exempt) sales made within the County. These taxes are paid by County residents and visitors alike. It is estimated that County residents annually contribute between \$30 and \$60 toward Measure T which funds transportation improvements throughout the County.

As an example, a qualifying purchase of \$10 would collect 5 cents toward the current Measure T improvement projects and programs. The Measure T Renewal will not impose new taxes, but would extend the existing retail transaction and use tax that has been funding transportation improvements since 1990.

### How can I learn more?

To learn more and to view the full Investment Plan, please visit [www.KeepMaderaMoving.org](http://www.KeepMaderaMoving.org).





**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 10-C

**PREPARED BY:** Patricia Taylor, Executive Director and Troy McNeil, Deputy Director

---

**SUBJECT:**

HdL Newsletter 1<sup>st</sup> Qtr 2022

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

Earlier this year, the Authority entered into an agreement with HdL Companies to provide sales tax analysis services for Measure T. Some services include detailed quarterly analysis of transactions and use tax trends for budget and planning purposes. The services are performed by HdL principals with over 20 years of direct experience in municipal finance and/or management. The analysis shows the economic and budget implications of each quarter's allocation. Also provided are quarterly reports providing information on the Authority's tax revenues by individual business, business type, business group, and geographical area. A non-confidential quarterly newsletter (attached) that can be shared with the public is prepared, in addition to special reports, analyses, and detailed budget projections.

**FISCAL IMPACT:**

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

# MADERA COUNTY MEASURE T

## SALES TAX UPDATE

### 1Q 2022 (JANUARY - MARCH)



MADERA COUNTY MEASURE T

17.6%



17.1%



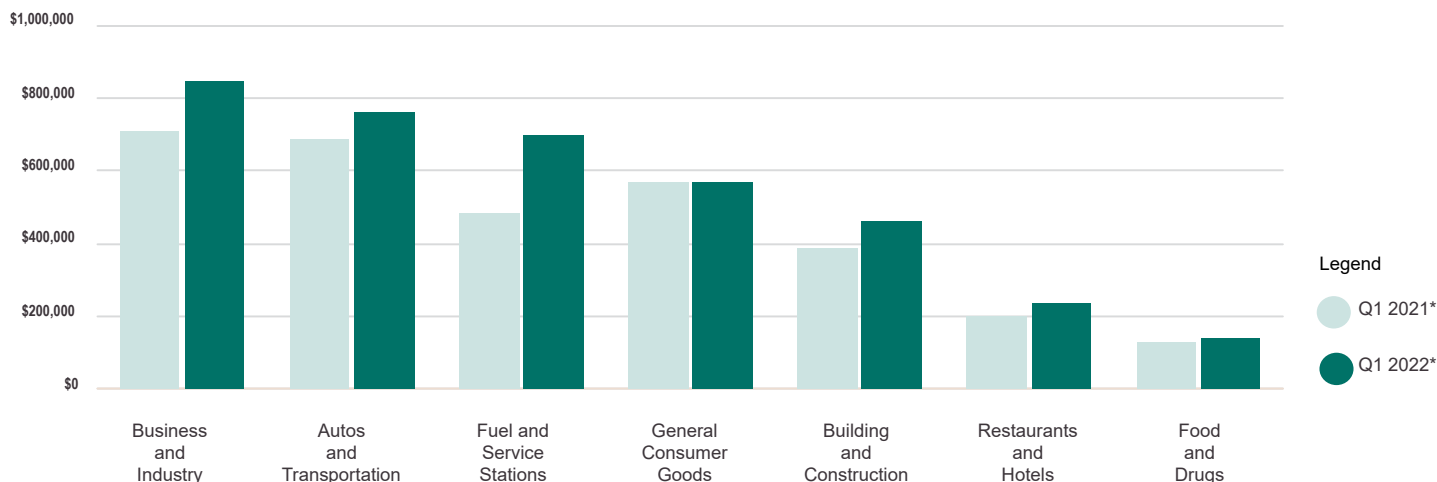
TOTAL: \$ 3,742,392

1Q2022

STATE

\*Allocation aberrations have been adjusted to reflect sales activity

### SALES TAX BY MAJOR BUSINESS GROUP



## MADERA COUNTY TRANSPORTATION COMMISSION - MEASURE T HIGHLIGHTS

Madera County Transportation Commission - Measure T's receipts from January through March were 21.7% above the first sales period in 2021. Excluding reporting aberrations, actual sales were up 17.6%.

Sticker shock plus limited inventories did not diminish vehicle acquisitions; purchases from new dealerships posted an almost 9%

improvement which also reflected more buyers deciding to stretch into pricier luxury brand models. Used automotive purchases were up 17% as buyers turn to used options when new vehicles are not available.

Consumer spending remains at an all-time high despite rising gas prices and higher menu prices which boosted receipts for both

groups; service stations were up 46% while casual dining was up 47%. General consumer goods were flat with positive results in several categories including specialty stores and family apparel but the gains were lessened by slowing in online purchases, electronic stores and home furnishings.

Building material purchases were up 12% and contractors up 17% as the price of materials remains elevated.

The business-industry group gains were furthered by a one-time allocation in farm-construction equipment.

Net of aberrations, taxable sales for all of Madera County grew 14.8% over the comparable time period; the San Joaquin Valley was up 11.0%.

### TOP NON-CONFIDENTIAL BUSINESS TYPES

Madera County Transportation Commission - Measure T			HdL State
Business Type	Q1 '22*	Change	Change
Service Stations	587.4	46.2% ↑	43.4% ↑
New Motor Vehicle Dealers	381.0	8.9% ↑	18.7% ↑
Building Materials	213.1	12.1% ↑	7.6% ↑
Garden/Agricultural Supplies	198.0	19.5% ↑	2.6% ↑
Used Automotive Dealers	196.9	17.5% ↑	8.0% ↑
Contractors	193.5	17.8% ↑	20.5% ↑
General Merchandise	177.0	-5.1% ↓	33.9% ↑
Warehse/Farm/Const. Equip.	142.6	30.3% ↑	15.3% ↑
Quick-Service Restaurants	117.5	7.3% ↑	7.8% ↑
Petroleum Prod/Equipment	102.0	37.6% ↑	73.3% ↑

\*Allocation aberrations have been adjusted to reflect sales activity

\*In thousands of dollars



## STATEWIDE RESULTS

California's local one-cent sales and use tax for sales occurring January through March was 17% higher than the same quarter one year ago, after adjusting for accounting anomalies and onetime payments from previous quarters. By all accounts, the California retail economy continues roaring along. Even with instability in the stock market, the crisis in Ukraine pushing up the global price of crude oil and the U.S. Federal Reserve Board beginning to tackle inflation with a series of rate increases, consumer spending continued at a strong pace.

The invasion of Ukraine by Russian military forces on February 24 had an immediate upward impact on the global price of crude oil due to fears of supply shortages. Subsequently this has caused a dramatic jump to California consumer gas and diesel prices at a time when many in the workforce were commuting back into offices, also contributing to an overall increase in consumption. As expected, fuel and service station receipts increased 47% over last year and show no signs of pulling back with summer travel right around the corner.

Sales of new and used vehicles continue to be robust causing the autos and transportation sector to jump 15% for the period. Inventory shortages by some dealers may have caused buyers to experience a Fear Of Missing Out (FOMO) and pay elevated prices while interest rates remained lower. Automotive brands that have committed to full electric or hybrid models are attractive with consumers, especially given the sudden rise in fuel prices.

Post-holiday retail sales of general consumer goods remained solid, improving 10%. Prior supply chain concerns have dissipated, port operations are returning to normal and headwinds from inflation and higher cost goods haven't yet slowed consumer demand. The stellar returns were largely driven by discount department stores, especially those selling gas.

These results mark the fourth full quarter in a row that restaurant and hotel receipts have increased. While higher menu prices have contributed, steady demand by patrons to dine out is also propelling the gains. Furthermore, theme parks and

entertainment venues throughout the state are busy. With the summer tourism and travel season approaching, the industry is positioned to maintain post-pandemic growth and remain positive through 2022.

Use taxes generated by online sales and purchases from out-of-state vendors allocated via the county pools, heartily surpassed expectations, gaining 13% over the comparison period. Shoppers bought a range of merchandise and spending by businesses on capital equipment remained sensational.

The first quarter sales period contributed to an already strong 2021-22 fiscal year for most municipalities statewide. However, continued inflationary pressure, soaring interest rates and record gas prices may soften growth going into 2022-23.

## MAJOR BUSINESS GROUP TRENDS BY COUNTY

Percent Change from 1st Quarter 2021 \*

	Autos/Tran.	Bldg/Const	Bus/ind.	Food/Drug	Fuel	Cons. Goods	Restaurants
<b>Fresno Co.</b>	3.6%	14.8%	2.5%	7.1%	44.4%	3.0%	22.0%
<b>Kern Co.</b>	8.3%	10.8%	23.4%	4.8%	40.1%	-0.1%	13.1%
<b>Kings Co.</b>	3.9%	6.1%	-9.4%	12.4%	45.0%	-1.4%	12.9%
<b>Madera Co.</b>	6.3%	-1.0%	22.8%	8.1%	36.7%	-2.9%	18.1%
<b>Merced Co.</b>	-0.4%	0.0%	-3.7%	-0.5%	44.0%	-1.3%	18.6%
<b>San Joaquin Co.</b>	3.6%	29.1%	1.9%	-1.0%	52.0%	1.6%	20.7%
<b>Stanislaus Co.</b>	-5.2%	8.3%	5.7%	-6.4%	48.4%	-0.1%	18.6%
<b>Tulare Co.</b>	-1.9%	10.1%	3.6%	10.7%	35.7%	-2.0%	19.0%

\*Allocation aberrations have been adjusted to reflect sales activity



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 10-D  
**PREPARED BY:** Patricia Taylor, Executive Director

---

**SUBJECT:**

Focus on the Future 2022 Conference

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

This year's Focus on the Future 2022 Conference is back as an *in-person* conference. The conference will be held from November 13 – 15, 2022 at the Newport Beach Marriott.

The Focus on the Future conference provides a forum for Self-Help Counties (Measure counties, such as Madera – Measure T), and other transportation agencies, elected officials, and the private sector to share experiences, highlight upcoming projects, and interact in a virtual environment. The conference continues to be the premier transportation conference in California, and when in-person brings over 800 people in attendance.

Early registration is now open for a discounted rate. **Please let Sheila Kingsley, on my staff, know if you are interested in attending this year's conference.** MCTC staff will make the appropriate conference and hotel reservation on your behalf. Sheila can be reached at [sheila@maderactc.org](mailto:sheila@maderactc.org).

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 10-E

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

---

**SUBJECT:**

Measure T Citizens' Oversight Committee Member Appointment

**Enclosure:** Yes

**Action:** Appoint Janice Gomes as a representative for District 1 to the Measure T Citizens' Oversight Committee

**SUMMARY:**

The Measure T Citizens' Oversight Committee currently has a vacancy for a member residing in District 1. Staff has received an application for this vacancy. The application of Janice Gomes is included in the agenda packet. Staff recommends the appointment of Janice Gomes to the Measure T Citizens' Oversight Committee.

**FISCAL IMPACT:**

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



**CITIZENS' OVERSIGHT COMMITTEE APPLICATION**

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

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

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

- One member residing within District 1
- One member residing within District 2
- One member residing within District 4

**Please submit completed applications to the following staff:**

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

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

Additional information can be found on our [website](#).

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

(If uncertain, please see link below for a map of Districts)  
<https://www.maderacounty.com/government/board-of-supervisors/current-supervisorial-district-map>

**MADERA COUNTY**

**AUG 18 2022**

**BOARD OF SUPERVISORS**



Name Janice Gomes

Address [Redacted] Madera 93636  
Street City Zip Code

Phone [Redacted]

E-mail [Redacted]

How many years have you lived in Madera County? 71 years 10 months

Briefly describe your interest in serving on the Measure "T" Citizens' Oversight Committee.  
*Ensure accountability of Measure T funds are only used for Transportation.*

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

*Grand Jury 3 Terms*

Other comments: *I am an elected Republican Party of Madera County, does this apply to below #2,*

By signing this application form I hereby certify that:

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

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

Applicant's Signature *J. Gomes* Date 8-18-22

APPLICATIONS WILL BE KEPT ON FILE FOR TWO YEARS





**STAFF REPORT**  
Board Meeting of August 31, 2022

**AGENDA ITEM:** 10-F

**PREPARED BY:** Patricia Taylor, Executive Director

---

**SUBJECT:**

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

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

This staff report is a friendly reminder that the originally scheduled **MCTA Board of Directors meeting** for Wednesday, September 21, 2022, has been rescheduled to **Wednesday, September 28, 2022, at 3:00pm.**

**FISCAL IMPACT:**

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