



Meeting of the Madera County Transportation Commission Policy Board

LOCATION

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

or via ZOOM

https://us06web.zoom.us/j/84774838814?pwd=avNYM_XluxsKVAUqCxH2Bj3_geFbgQ.HzDtLe04pz3At6mt

Webinar ID: 847 7483 8814

Passcode: 452867

Telephone: US: +1 408 638 0968

DATE

March 20, 2024

TIME

3:00 PM

Policy Board Members

The Policy Board meets simultaneously as the Transportation Policy Committee, Madera County Transportation Commission, and Madera County 2006 Transportation Authority.

Commissioner Leticia Gonzalez, Chair
Commissioner Cecelia Gallegos, Vice Chair
Commissioner Waseem Ahmed
Commissioner Robert Poythress
Commissioner Jose Rodriguez
Commissioner David Rogers
Caltrans District 6

Madera County Supervisor
Councilmember, City of Madera
Councilmember, City of Chowchilla
Madera County Supervisor
Councilmember, City of Madera
Madera County Supervisor
Policy Committee, Participating Agency

REASONABLE ACCOMMODATIONS AND ADA

MCTC has adopted a Reasonable Accommodations Policy that provides a procedure for receiving and resolving requests for accommodation to participate in this meeting (see <https://www.maderactc.org/administration/page/reasonable-accommodations-policy>). If you need assistance in order to attend the meeting, or if you require auxiliary aids or services, e.g., listening devices or signing services to make a presentation to the Board, MCTC is happy to assist you. Please contact MCTC offices at (559) 675-0721 so such aids or services can be arranged. Requests may also be made by email to sandy@maderactc.org, or mailed to 2001 Howard Road, Suite 201, Madera, CA 93637. Accommodations should be requested as early as possible as additional time may be required in order to provide the requested accommodation; 72 hours in advance is suggested.

AGENDA

At least 72 hours prior to each regular MCTC Policy 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.

PUBLIC COMMENT

If you are participating remotely and wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in Zoom and you will be called on by the chair during the meeting. You can also submit your comments via email to publiccomment@maderactc.org. Comments will be shared with the Policy Board and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

Regarding any disruption that prevents the Policy Board from broadcasting the meeting to members of the public, then (1) if public access can be restored quickly, the meeting will resume in five (5) minutes to allow the re-connection of all members of the Board, staff, 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

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 Chairperson 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. Upcoming Federal Funding Opportunities

Enclosure: No

Action: Information and Discussion Only

4-B. Safe Streets and Roads for All (SS4A) FY 2024 Caltrans Call for Letters of Support

Enclosure: No

Action: Information and Discussion Only

4-C. Adaptation Planning Grant Notice of Funding Availability (NOFA)

Enclosure: No

Action: Information and Discussion Only

4-D. Unmet Transit Needs Update

Enclosure: Yes

Action: Information and Discussion Only

[4-E.](#) Caltrans Transportation Equity Index 1.0

Enclosure: No

Action: Information and Discussion Only

[4-F.](#) 2024 State Transportation Improvement Program (STIP)

Enclosure: No

Action: Information and Discussion Only

[4-G.](#) Draft Caltrans System Investment Strategy (CSIS) March 2024

Enclosure: No

Action: Information and Discussion Only

[4-H.](#) MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 14 –
(Type 3 – Formal)

Enclosure: Yes

Action: Ratify

[4-I.](#) California High Speed Rail Authority Draft 2024 Business Plan

Enclosure: No

Action: Information and Discussion Only

[4-J.](#) 2024 Transit and Intercity Rail Capital Program (TIRCP) Draft Guidelines

Enclosure: No

Action: Information and Discussion Only

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

[5-A.](#) 2024 San Joaquin Valley Regional Policy Council Sacramento Valley Voice Trip Recap

Enclosure: Yes

Action: Information and Discussion Only

[5-B.](#) State Legislative Update

Enclosure: Yes

Action: Oppose AB 2535 (Bonta) and AB 3005 (Wallis), as currently written

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 – February 21, 2024

Enclosure: Yes

Action: Approve February 21, 2024, Meeting Minutes

7-B. FY 2023-24 Overall Work Program & Budget (OWP) – Amendment No. 5

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 5

7-C. Disclosure and Waiver regarding Concurrent Representation of City of Madera by General Counsel

Enclosure: Yes

Action: Approve Waiver and Execute letter – Resolution 24-02

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

NONE

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

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

[9-A.](#) FY 2024-25 Measure T Estimated Allocation

Enclosure: Yes

Action: Information and Discussion Only

[9-B.](#) Measure T FY 2023-24 Annual Work Program (AWP) Amendment No. 1

Enclosure: Yes

Action: Approve AWP Amendment No. 1, Resolution 22-2 Amendment No. 1

10. AUTHORITY – ACTION/DISCUSSION ITEMS

[10-A.](#) Measure T Renewal Update

Enclosure: No

Action: Information and Discussion Only. Direction may be provided

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 March 20, 2024

AGENDA ITEM: 4-A

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Upcoming Federal Funding Opportunities

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

All Federal grants, including transportation grants, can be found at [grants.gov](https://www.grants.gov). To find transportation related funding opportunities, select "All Department of Transportation" under the "Agency" menu on the left-hand side.

The programs listed in the table below have released a NOFO. This timeline is subject to change.

Active & Upcoming Notices of Funding Opportunities (NOFOs)

Program	NOFO Close Date	Available Funding	OA	NOFO Link
Buses and Bus Facilities Program	April 25, 2024	\$390,000	FTA	Apply Here
Low or No Emission (Bus) Grants	April 25, 2024	\$1,100,000	FTA	Apply Here
Safe Streets and Roads for All (SS4A) Grant Program – Planning and Demonstration Grants have three deadlines	Deadline #1 April 4, 2024, Deadline #2 May 16, 2024, Deadline #3 August 29, 2024	\$1,256,687,000	FRA	Apply Here

Safe Streets and Roads for All (SS4A) Grant Program – Implementation Grants	May 16, 2024	\$1,256,687,000	FRA	Apply Here
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The programs listed in the table below are anticipating releasing a NOFO in the coming months. This timeline is subject to change.

Program	Anticipated NOFO Release	OA
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	Early Winter 2024	FRA
Restoration and Enhancement Grant Program	Early Winter 2024	FRA

Upcoming Non-USDOT Funding Opportunities

Program	NOFO Close Date	Available Funding	Agency	NOFO Link
Climate Pollution Reduction Grants (CPRG) Implementation Program	April 1, 2024	\$4,300,000,000	EPA	Apply Here

All Federal grants can be found at [grants.gov](https://www.grants.gov). This list is not exhaustive of all federal grant opportunities, rather this list highlights selected federal grants applicable to rural and Tribal communities.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of March 20, 2024

AGENDA ITEM: 4-B

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Safe Streets and Roads for All (SS4A) FY 2024 Caltrans Call for Letters of Support

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The purpose of [Safe Streets and Roads for All \(SS4A\)](#) grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. The program provides funding to develop the tools to help strengthen a community's approach to roadway safety and save lives and is designed to meet the needs of diverse local, Tribal, and regional communities that differ dramatically in size, location, and experience administering Federal funding.

Eligible Projects Include:

- Develop a comprehensive safety action plan (Action Plan).
- Conduct supplemental safety planning to enhance an Action Plan.
- Carry out demonstration activities to inform the development of, or an update to, an Action Plan.
- Perform planning, design, and development activities for projects and strategies identified in an Action Plan.
- Implement projects and strategies identified in an Action Plan that address roadway safety problems.

Planning and Demonstration Grant applicants have three deadlines:

- Thursday, April 4, 2024, 5:00 PM (ET)
- Thursday, May 16, 2024, 5:00 PM (ET)
- Thursday, August 29, 2024, 5:00 PM (ET)

Implementation Grant applications must be submitted by 5:00 PM (ET) on Thursday, May 16, 2024.

To obtain a letter of support for a SS4A Project signed by a Caltrans District Director, coordinate with the [Caltrans District 6 Representative](#).

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of March 20, 2024

AGENDA ITEM: 4-C

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Adaptation Planning Grant Notice of Funding Availability (NOFA)

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The Governor's Office of Planning and Research and the Integrated Climate Adaptation and Resiliency Program have announced the release the [Notice of Funding Availability \(NOFA\)](#), [Final Guidelines](#), and application materials for Round 2 of the [Adaptation Planning Grant Program](#)! Prospective applicants can review the Final Guidelines to learn more about this funding opportunity. Filling out the Pre-Application Interest Form is the first step toward applying for funding. Once the Pre-Application Interest Form is completed, access will be granted to the Main Application Form. The sooner the Pre-Application Interest Form is completed, the sooner access can be gained to the Main Application Form. Applicants must submit the [Pre-Application Interest Form](#) by **May 6** and the Main Application Form by **5 p.m. PST on May 20**.

Request Application Technical Assistance via the Pre-Application Interest Form by March 18, 2024.

To aid the development of competitive Proposals, APGP will provide application TA to eligible Applicants through a third-party provider, [Civix](#). OPR will prioritize technical assistance for applicants from Funding Target communities (including California Native American Tribes, Small and Rural Communities, and Disadvantaged Communities) and those with capacity needs. Refer to Section 2.4 in [the guidelines](#) for more information on funding target eligibility. Application Technical Assistance may include support with the following topics: (1) Narrative Questions (2) Data and Tools (3) Workplan (4) Budget Partnership (5) Partnership Structure.

Register for Application Support Workshops and Office Hours

APGP staff and technical assistance providers will host a series of Application Workshops to help applicants navigate the process. During these workshops, you can learn about the

application, hear case studies, and ask questions about applying. APGP staff will record the workshops for those who are unable to attend or who wish to revisit the presentations. Click below to register for a workshop, Thursday 5/2 - 3-4:30: [Register Here!](#)

Staff will also host application office hours on Thursdays from 1 to 2 p.m. through May 16. to answer prospective applicants' questions. Staff will meet with those who show up one at a time, in the order in which they arrive. We encourage prospective applicants to register in advance. If the room is full, each prospective applicant will be allotted a maximum of 10 minutes. [Register Here!](#)

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of March 20, 2024

AGENDA ITEM: 4-D

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

Unmet Transit Needs Update

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

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

The TDA also requires that MCTC establish a Social Services Transportation Advisory Council (SSTAC). The Public Utilities Code (PUC) defines the required membership of the SSTAC. The SSTAC solicits public input regarding transit service needs for transit-dependent and transportation-disadvantaged persons, including the elderly, persons with disabilities and low-income persons. Annually, the SSTAC makes a recommendation to the MCTC Policy Board that:

- There are no unmet transit needs, or
- There are no unmet transit needs that are reasonable to meet, or
- There are unmet transit needs, including needs that are reasonable to meet.

UPDATE:

Each year, the SSTAC begins the process of soliciting comments from the public by sending letters to agencies and individuals interested in providing feedback on public transit service needs within Madera County. The request for comments letter was sent out in early March 2024.

A public hearing will be held at the regular MCTC Policy Board meeting. A public notice was published on March 9, 2024, in *The Madera Tribune*. Flyers and social media posts have also

publicized the hearing. A Spanish language interpreter will be available at the hearing for those who wish to provide public comments in Spanish.

MCTC's Unmet Transit Needs public hearing is scheduled as follows:

PUBLIC HEARING – Wednesday, April 24, 2024, at 3:00 p.m.

This public hearing will be in person and via Zoom using the April MCTC Board Meeting [link](#).

In-person and virtual workshops have been held in various locations throughout the county for residents to learn about the unmet transit needs process and provide comments.

Interpreting services were available at all the workshops. The workshop dates and locations are listed below.

When	Where	In-Person	Virtual
Spanish Language Workshop Friday, March 1 at 6:00 PM	Casas De La Vina 23784 Avenue 9 Madera, CA 93637	Yes	No
Workshop Wednesday, March 6 at 3:00 PM and 6:00 PM	Chowchilla Library 300 Kings Avenue Chowchilla, CA 93610	Yes	No
Workshop Thursday, March 7 at 10:00 AM	Frank Bergon Senior Center 238 South D Street Madera, CA 93638	Yes	No
Virtual Workshop - Zoom Tuesday, March 12 at 6:00 PM	Webinar ID: 831 9180 8232 Passcode: 921346 Call-in: (408) 638-0968	No	Yes
Workshop Saturday, March 16 at 1:00 PM	North Fork Library 32908 Road 222 North Fork, CA 93643	Yes	No
Workshop Tuesday, March 19 at 6:00 PM	Madera Main Library 121 North G Street Madera, CA 93637	Yes	No

Flyers have been distributed at over 60 locations throughout the county, including North Fork, Oakhurst, Coarsegold, Ripperdan, La Vina, Fairmead, Chowchilla, and Madera. In February 2024, *The Commission Vision*, the MCTC newsletter, featured a section on the unmet transit needs process and the ways that residents can participate. Additionally, *The Ranchos Independent* included an article about the unmet transit needs workshops and public hearing in the February 2024 edition.

The SSTAC will meet to review all comments received and make a recommendation to the MCTC Policy Board on April 30, 2024, at noon.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

DOES LOCAL PUBLIC **TRANSIT** MEET YOUR TRANSPORTATION **NEEDS?**

- Are there places in Madera County you are unable to travel to by bus?
- Is transit service unavailable for you to make important trips, such as traveling to work or doctor's appointments?

TELL US ABOUT YOUR UNMET TRANSIT NEED!

An unmet transit need is an expressed or identified need that is not currently being met through existing public transportation services. It is also a need required to comply with the Americans with Disabilities Act (ADA).

Attend one of our workshops and share your thoughts...

Casas De La Vina (in Spanish)
Friday, March 1 at 6:00 PM
23784 Avenue 9, Madera

Chowchilla Library
Wednesday, March 6 at 3:00 PM
AND 6:00 PM
300 Kings Avenue, Chowchilla

Frank Bergon Senior Center
Thursday, March 7 at 10:00 AM
238 S D Street, Madera

Virtual Workshop
Tuesday, March 12 at 6:00 PM
Webinar ID: 831 9180 8232
Passcode: 921346

North Fork Library
Saturday, March 16 at 1:00 PM
32908 Road 222, North Fork

Madera Main Library
Tuesday, March 19 at 6:00 PM
121 N G Street, Madera



Fill out an online survey

If you prefer to provide your comments electronically, fill out the online survey by scanning the QR code or go to:

<https://www.surveymonkey.com/r/UTN2024MCTC>



**Participate in the
way that's
convenient for you!**



Comment at the public hearing

Attend the public hearing to tell us about your transit needs:

MCTC Board Meeting

2001 Howard Road, Suite. 201
Madera

**NEW
DATE!**



¿EL TRANSPORTE PÚBLICO LOCAL SATISFACE SUS NECESIDADES DE TRANSPORTE PÚBLICO?

- ¿Hay lugares en el condado de Madera a los que no se puede viajar en autobús?
- ¿No está el servicio de transporte público disponible para realizar viajes importantes, como ir al trabajo o acudir a citas médicas?



¡CUÉNTENOS SOBRE SU NECESIDAD DE TRANSPORTE PÚBLICO INSATISFECHA!

Una necesidad de transporte público insatisfecha es una necesidad expresada o identificada que actualmente no se satisface a través de los servicios de transporte público existentes. Una necesidad de transporte público insatisfecha también es una necesidad requerida para cumplir con la Ley de Estadounidenses con discapacidades (ADA).

Ven a uno de nuestros talleres y déjanos saber lo que piensas...

Casas De La Vina (en español)
Viernes, Marzo 1, 6:00 PM
23784 Avenue 9, Madera

Chowchilla Library
Miércoles, Marzo 6, 3:00 PM
Y a las 6:00 PM
300 Kings Avenue, Chowchilla

Frank Bergon Senior Center
Jueves, Marzo 7, 10:00 AM
238 S D Street, Madera

Talleres Virtuales
Martes, Marzo 12, 6:00 PM
Webinar ID: 831 9180 8232
Passcode: 921346

North Fork Library
Sábado, Marzo 16, 1:00 PM
32908 Road 222, North Fork

Madera Main Library
Martes, Marzo 19, 6:00 PM
121 N G Street, Madera



Llene una encuesta en línea

Si prefiere proveer comentarios en línea, llene la encuesta en línea escaneando el código QR o llenando a: <https://www.surveymonkey.com/r/UTN2024MCTC>



Comparta sus ideas de la forma más conveniente para usted!



Comentar en la audiencia pública

Atienda a la audiencia pública para contarnos sobre sus necesidades de transporte público:

MCTC Junta Directiva
Miércoles, Abril 24 a las 3:00 PM
2001 Howard Road, Suite. 201
Madera

NUEVA FECHA

Para más información:



(559) 675-0721



evelyn@maderactc.org

UNMET TRANSIT NEEDS PUBLIC HEARING

The Madera County Transportation Commission (MCTC) invites you to a Public Hearing to provide your comments on public transportation needs in Madera County.

WAYS TO PARTICIPATE

Wednesday, April 24, at 3:00PM

In-Person

2001 Howard Road, Suite 201
Madera, CA 93637

Teleconference via Zoom


Webinar ID: 839 2843 2465
Passcode: 005685
Call-in number: (408) 638-0968

TAKE OUR SURVEY!

<https://www.surveymonkey.com/r/UTN2024MCTC>



For more information:

 (559) 675-0721

 naustin@maderactc.org

If you're unable to attend the hearing in person or via Zoom, submit your comments in writing to publiccomment@maderactc.org before April 24, 2024, for inclusion in the public record.

NECESIDADES DE TRANSPORTE PÚBLICO INSATISFECHAS

AUDIENCIA PÚBLICA

La Comisión de Transporte del Condado de Madera (MCTC) le invita a una Audiencia Pública para dar sus comentarios sobre las necesidades de transporte público en el Condado de Madera.

PARA PARTICIPAR

Miércoles 24 de Abril, a las 3:00PM

Presencial

2001 Howard Road, Suite 201
Madera, CA 93637

Teleconferencia vía Zoom

Código de Junta: 839 2843 2465
Clave: 005685
Por Teléfono: (408) 638-0968

¡TOMA NUESTRA ENCUESTA!

<https://www.surveymonkey.com/r/UTN2024MCTC>



Para más información:

☎ (559) 675-0721

✉ evelyn@maderactc.org

Se anima a aquellos que no pueden participar en la audiencia a través del Zoom, o en persona, a enviar sus comentarios por escrito antes del 24 de abril de 2024 para su inclusión en el registro público.

Puede enviar un correo electrónico a publiccomment@maderactc.org



STAFF REPORT
Board Meeting of March 20, 2024

AGENDA ITEM: 4-E

PREPARED BY: Evelyn Espinosa, Senior Regional Planner

SUBJECT:

Caltrans Transportation Equity Index 1.0

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The Caltrans Director's Office of Equity, Sustainability & Tribal Affairs (ESTA) launched the [Transportation Equity Index](#) (EQI), version 1.0, on March 4, 2024. This spatial screening tool was developed in collaboration with internal and external partners to identify transportation-based priority populations at the Census block level. This innovative tool integrates transportation and socioeconomic indicators into three distinct screens. All screens reflect low-income status and Tribal land status.

The EQI screens include:

- **Transportation-based priority populations:** Identifying populations that are the most burdened by traffic exposure and benefit the least from the multimodal transportation network.
- **Traffic exposure:** Measuring traffic proximity, volume, and crash exposure.
- **Access to destinations:** Measuring access gaps in the transit, bicycle, and pedestrian networks.

A technical information session which provides information about the tool and its development will be held March 20, 2024, from 2:00-3:00 p.m. You may register for the workshop at this [link](#).

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of March 20, 2024

AGENDA ITEM: 4-F

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

2024 State Transportation Improvement Program (STIP)

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The California Transportation Commission (CTC) on Thursday, March 21 or Friday, March 22, 2024, will consider approval of the 2024 State Transportation Improvement Program (STIP).

Supervisor Robert Poythress and Executive Director Patricia Taylor will attend the March 2024, CTC meeting to provide testimony. Should the CTC approve the 2024 STIP, which includes funding from the Interregional Transportation Improvement Program (ITIP), the SR 99 South Madera project will be fully funded, and the SR 99 North Madera project will receive funding to begin Environmental and Permit (E&P) work. Additionally, funding will be awarded to assist with the construction of a new station in Madera County for California's Interim High-Speed Rail (HSR) Service.

The CTC staff report can be found here: [2024 STIP Staff Report](#)

The CTC Staff Recommendations can be found here: [2024 STIP Staff Recommendations](#)

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of March 20, 2024

AGENDA ITEM: 4-G

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

Draft Caltrans System Investment Strategy (CSIS) March 2024

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

Caltrans has released the Draft Caltrans System Investment Strategy (CSIS). The CSIS establishes Caltrans investment framework with standard methodologies and processes to guide transportation investments decisions through a transparent and collaborative process. This framework applies to major capital projects proposed on the State Highway System (SHS) that have completed the Project Initiation Documents (PIDs) and are ready to seek competitive funding for environmental, design, right-of-way, and/or construction phases. The Draft Climate Action Plan for Transportation Infrastructure (CAPTI) Alignment Metrics is a companion document to the Draft CSIS that establishes eleven qualitative and quantitative metrics to assess alignment with the 10 CAPTI Guiding Principles. Caltrans will be accepting comments through April 15, 2024.

The CSIS Website may be found [here](#).

The Draft March 2024 CSIS may be found [here](#).

The Draft March 2024 CAPTI Alignment Metrics may be found [here](#).

The Draft CSIS and Draft CAPTI Alignment Metrics Comment Intake Form may be found [here](#).

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of March 20, 2024

AGENDA ITEM: 4-H

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 14 – (Type 3 – Formal)

Enclosure: Yes

Action: Ratify

SUMMARY:

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 14 to the 2023 FTIP on March 11, 2024. State and Federal approval is required. The amendment includes the following:

- Add additional FTA Section 5339 funding and change of scope to transit project MAD 115010, per County of Madera request.
- Reduce FTA Section 5339 funding from transit project MAD 115020, per County of Madera request.

Amendment No. 14 to the 2023 FTIP may be found on the [MCTC Website](#).

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

March 11, 2024

Mr. Kien Le, Office Chief
California Department of Transportation
Division of Financial Programming, MS 82
Office of Federal Programming and Data Management
P.O. Box 942873
Sacramento, CA 94273-0001

Attention: Peter Kang

Subject: Submittal of the Madera County Amendment No. 14 (Type 3 – Formal) to the 2023 Federal Transportation Improvement Program

Enclosed for your approval is Amendment No. 14 (Type 3 – Formal) to the 2023 Federal Transportation Improvement Program (FTIP). The Executive Director of the Madera County Transportation Commission (MCTC) as authorized by the Policy Board hereby approves Amendment No. 14 to the 2023 FTIP. State and Federal approval is required.

Documentation associated with this amendment is provided as indicated below:

- Project List: Attachment 1 includes a summary of programming changes that result from Amendment No. 14 to the 2023 FTIP. The projects and/or project phases are consistent with the 2022 Regional Transportation Plan (RTP). The attachment also includes the CTIPs printouts for the project changes to the 2023 FTIP via Amendment No. 14.
- Updated Financial Plan: Attachment 2. The Financial Plan from the 2023 FTIP has been updated to include the project list as provided in Attachment 1. Additionally, the 2023 FTIP Formal Amendment No. 14 addresses the following changes:
 - Add additional FTA Section 5339 funding and change of scope to transit project MAD 115010, per County of Madera request.
 - Reduce FTA Section 5339 funding from transit project MAD 115020, per County of Madera request.

The financial plan confirms that, with this amendment, the 2023 FTIP remains financially constrained.

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

In addition, the projects and/or project phases contained in Amendment No. 14 do not interfere with the timely implementation of any approved Transportation Control Measures (TCMs).

A 7-day public review and interagency consultation period was completed on March 8, 2024. The public participation process for Amendment No. 14 to the 2023 FTIP is consistent with the MCTC Board adopted Public Participation Plan.

An electronic copy of the four-year financial plan will be sent via email. Amendment No. 14 to the 2023 FTIP is also available on the [MCTC Website](#) and the California Transportation Improvement Program System (CTIPS).

If you have any questions regarding this document, please contact Jeff Findley at jeff@maderactc.org.

Sincerely,



Patricia Taylor, Executive Director
Madera County Transportation Commission

ATTACHMENT 1

PROJECT LISTING

Summary of Changes

MCTC 2023 FTIP Amendment No. 14 (Formal, Type 3)

Existing / New	MPO FTIP ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	PRIOR CTIPS Entry	CURRENT CTIPS Entry	FFY	FINANCIAL TABLE Fund Source Category	Net Increase/ Decrease	Total Change to Project Cost	Comments
EXISTING	MAD 115010 221-0000-0426	Madera County; 5339; Purchase New Transit Vehicle (Formula) - 2 Vans, 7 passenger, gasoline.	COST INCREASE	CON	\$46,000	\$182,000	23/24	5339	\$136,000	\$171,000	Per County of Madera request
			COST INCREASE	CON	\$11,000	\$46,000	23/24	Local	\$35,000		
EXISTING	MAD 115020 221-0000-0443	Madera County; Section 5339; Purchase Transit Van (Electric) (Formula)	COST DECREASE	CON	\$146,000	\$10,000	23/24	5339	(\$136,000)	(\$171,000)	Per County of Madera request
			COST DECREASE	CON	\$37,000	\$2,000	23/24	Local	(\$35,000)		

	22/23	23/24	24/25	25/26	Totals
5339	\$0	\$0	\$0	\$0	\$0
Local	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0

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

Item 4-4-H.

Amendment

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0426	TITLE (DESCRIPTION): 5339; Purchase New Transit Vehicle (Formula) (Madera County; 5339; Purchase New Transit Vehicle (Formula) - 2 Vans, 7 passenger, gasoline.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: MAD115010		
COUNTY: Madera County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Madera County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Official	08/31/2022	JFINDLEY	Adoption - Carry Over	0	57,000		
1	Official	02/17/2021	JFINDLEY	Adoption -	0	247,000		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	RW									
	CON			182,000						182,000
* Funding Agency:	Total:			182,000						182,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: County Funds	RW									
	CON			46,000						46,000
* Funding Agency:	Total:			46,000						46,000

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON			228,000						228,000
	Total:			228,000						228,000

Comments:
Amendment per County of Madera request.

***** Version 3 - 02/27/2024 *****
2023 FTIP
2022 RTP, Table B-5

***** Version 1 - 04/19/22 *****
Project data transferred from 2020 FTIP.
2021 FTIP
2018 RTP Table 5-6
***** Version 1 - 10/23/2020 *****

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

Item 4-4-H.

Prior

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0426	TITLE (DESCRIPTION): 5339; Purchase New Transit Vehicle (Formula) (Madera County; 5339; Purchase New Transit Vehicle (Formula) - 1 Van, 7 passenger, gasoline.)	MPO Aprv: 08/31/2022 State Aprv: 11/16/2022 Federal Aprv: 12/16/2022
CT PROJECT ID:			MPO ID.: MAD115010		
COUNTY: Madera County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Madera County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/17/2021	JFINDLEY	Adoption -	0	247,000		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	RW									
* Funding Agency:	CON			46,000						46,000
	Total:			46,000						46,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: County Funds	RW									
* Funding Agency:	CON			11,000						11,000
	Total:			11,000						11,000

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON			57,000						57,000
	Total:			57,000						57,000

Comments:
2023 FTIP
2022 RTP, Table B-5

***** Version 1 - 04/19/22 *****
Project data transferred from 2020 FTIP.
2021 FTIP
2018 RTP Table 5-6
***** Version 1 - 10/23/2020 *****

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

Item 4-4-H.

Amendment

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0443	TITLE (DESCRIPTION): 5339; Purchase Transit Van (Electric) (Formula) (Madera County; Section 5339; Purchase Transit Van (Electric) (Formula))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: MAD115020		
COUNTY: Madera County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Madera County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	08/31/2022	JFINDLEY	Adoption -	0	183,000		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON			10,000						10,000
* Funding Agency:	Total:			10,000						10,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: County Funds	CON			2,000						2,000
* Funding Agency:	Total:			2,000						2,000

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON			12,000						12,000
	Total:			12,000						12,000

Comments:
Amendment per Madera County request

***** Version 2 - 02/27/2024 *****
2023 FTIP
2022 RTP, Table B-5

***** Version 1 - 04/21/2022 *****

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

Item 4-4-H.

Prior

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0443	TITLE (DESCRIPTION): 5339; Purchase Transit Van (Electric) (Formula) (Madera County; Section 5339; Purchase Transit Van (Electric) (Formula))	MPO Aprv: 08/31/2022 State Aprv: 11/16/2022 Federal Aprv: 12/16/2022
CT PROJECT ID:			MPO ID.: MAD115020		
COUNTY: Madera County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Madera County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE				
* FTA Funds -				<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE											
	RW											
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON					146,000						146,000
* Funding Agency:	Total:					146,000						146,000
* Local Funds -				<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE											
	RW											
* Fund Type: County Funds	CON					37,000						37,000
* Funding Agency:	Total:					37,000						37,000
Project Total:				<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE											
	RW											
	CON					183,000						183,000
	Total:					183,000						183,000

Comments:
2023 FTIP
2022 RTP, Table B-5

***** Version 1 - 04/21/2022 *****

ATTACHMENT 2

FINANCIAL SUMMARY TABLES

TABLE 1: REVENUE

MADERA COUNTY TRANSPORTATION COMMISSION
2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Amendment 14
(\$'s in 1,000)

Funding Source		N O T E S	4 YEAR (FTIP Period)								
			FY 2023		FY 2024		FY 2025		FY 2026		TOTAL CURRENT
			Amendment		Amendment		Amendment		Amendment		
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	
			No. 13	No. 14	No. 13	No. 14	No. 13	No. 14	No. 13	No. 14	
LOCAL	Sales Tax										
	City										
	County										
	Gas Tax										
	Gas Tax (Subventions to Cities)										
	Gas Tax (Subventions to Counties)										
	Other Local Funds		\$38,398	\$38,398	\$64,587	\$64,587	\$7,210	\$7,210	\$8,224	\$8,224	\$118,419
	County General Funds		\$1,085	\$1,085	\$2,018	\$2,018	\$2,051	\$2,051	\$1,522	\$1,522	\$6,676
	City General Funds		\$7,563	\$7,563	\$2,569	\$2,569	\$5,159	\$5,159	\$6,702	\$6,702	\$21,993
	Street Taxes and Developer Fees		\$29,750	\$29,750	\$60,000	\$60,000					\$89,750
	RSTP Exchange funds										
Transit											
Transit Fares											
Other (See Appendix 1)											
Local Total			\$38,398	\$38,398	\$64,587	\$64,587	\$7,210	\$7,210	\$8,224	\$8,224	\$118,419
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax				\$4,371	\$4,371	\$3,325	\$3,325			\$7,696
	Other (See Appendix 2)										
Regional Total					\$4,371	\$4,371	\$3,325	\$3,325			\$7,696
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$3,101	\$3,101	\$20,138	\$20,138	\$8,318	\$8,318	\$65,740	\$65,740	\$97,297
	SHOPP		\$3,101	\$3,101	\$20,138	\$20,138	\$8,318	\$8,318	\$65,740	\$65,740	\$97,297
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) ¹		\$78	\$78	\$78	\$78	\$73	\$73	\$33,572	\$33,572	\$33,801
	STIP		\$78	\$78	\$78	\$78	\$73	\$73	\$33,572	\$33,572	\$33,801
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program (ATP) ¹				\$25	\$25	\$395	\$395	\$2,417	\$2,417	\$2,837
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹	5			\$5,197	\$5,197			\$279	\$279	\$5,476
	Road Repair and Accountability Act of 2017 (SB1)										
Traffic Congestion Relief Program (TCRP)											
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)											
Other (See Appendix 3)		\$17,478	\$17,478	\$23,414	\$23,414			\$3,073	\$3,073	\$43,965	
State Total			\$20,657	\$20,657	\$48,852	\$48,852	\$8,786	\$8,786	\$105,081	\$105,081	\$183,376
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,228	\$3,228	\$3,100	\$3,100	\$4,210	\$4,210	\$3,706	\$3,706	\$14,244
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		\$482	\$482	\$672	\$672	\$702	\$702	\$734	\$734	\$2,590
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$462	\$462	\$354	\$354	\$355	\$355	\$206	\$206	\$1,377
	FTA Transfer from Prior FTIP										
	Other (See Appendix 4)										
Federal Transit Total			\$4,172	\$4,172	\$4,126	\$4,126	\$5,267	\$5,267	\$4,646	\$4,646	\$18,211
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2,3,5	\$2,106	\$2,106	\$6,696	\$6,696	\$6,066	\$6,066	\$2,066	\$2,066	\$16,934
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)		\$160	\$160	\$130	\$130					\$290
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)				\$628	\$628					\$628
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)	4									
	Tribal Transportation Program	6	\$1,614	\$1,614	\$826	\$826	\$776	\$776	\$776	\$776	\$3,992
	Other (see Appendix 5)		\$1,950	\$1,950							\$1,950
	Federal Highway Total			\$5,830	\$5,830	\$8,280	\$8,280	\$6,842	\$6,842	\$2,842	\$2,842
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)										
	Federal Railroad Administration Total										
	Federal Total		\$10,002	\$10,002	\$12,406	\$12,406	\$12,109	\$12,109	\$7,488	\$7,488	\$42,005
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix 7)										
Innovative Financing Total											
REVENUE TOTAL			\$69,057	\$69,057	\$130,216	\$130,216	\$31,430	\$31,430	\$120,793	\$120,793	\$351,496

Financial Summary Notes:
¹ State Programs that include both state and federal funds.
² CMAQ - Additional \$4,629,515 Loan Repayment from SACOG FY 23/24
³ CMAQ - Additional \$4,000,000 Loan Repayment from SANDAG FY 24/25
⁴ STBG/RSTP Funds are exchanged
⁵ Toll Credits in use
⁶ Portions of TTP Funds are located in Appendix R of the 2023 FTIP and not in CTIPS

MADERA COUNTY TRANSPORTATION COMMISSION
2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Amendment 14
(\$'s in 1,000)

Page 2 of 5

TABLE 2: PROGRAMMED

MADERA COUNTY TRANSPORTATION COMMISSION
2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Amendment 14
(\$'s in 1,000)

FUNDING SOURCES		N O T E S	4 YEAR (FTIP Period)								
			FY 2023		FY 2024		FY 2025		FY 2026		TOTAL CURRENT
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 13	Current No. 14	Prior No. 13	Current No. 14	Prior No. 13	Current No. 14	Prior No. 13	Current No. 14	
LOCAL	Local Total		\$38,398	\$38,398	\$64,587	\$64,587	\$7,210	\$7,210	\$8,224	\$8,224	\$118,419
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax										
	Other (See Appendix A)				\$4,371	\$4,371	\$3,325	\$3,325			\$7,696
	Regional Total				\$4,371	\$4,371	\$3,325	\$3,325			\$7,696
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$3,101	\$3,101	\$20,138	\$20,138	\$8,318	\$8,318	\$65,740	\$65,740	\$97,297
	SHOPP		\$3,101	\$3,101	\$20,138	\$20,138	\$8,318	\$8,318	\$65,740	\$65,740	\$97,297
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) ¹		\$78	\$78	\$78	\$78	\$73	\$73	\$33,572	\$33,572	\$33,801
	STIP		\$78	\$78	\$78	\$78	\$73	\$73	\$33,572	\$33,572	\$33,801
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program ¹				\$25	\$25	\$395	\$395	\$2,417	\$2,417	\$2,837
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹	5			\$5,197	\$5,197			\$279	\$279	\$5,476
	Road Repair and Accountability Act of 2017 (SB1)										
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other (See Appendix B)		\$17,478	\$17,478	\$23,414	\$23,414			\$3,073	\$3,073	\$43,965	
	State Total		\$20,657	\$20,657	\$48,852	\$48,852	\$8,786	\$8,786	\$105,081	\$105,081	\$183,376
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,228	\$3,228	\$3,100	\$3,100	\$4,210	\$4,210	\$3,706	\$3,706	\$14,244
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		\$482	\$482	\$672	\$672	\$702	\$702	\$734	\$734	\$2,590
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$462	\$462	\$354	\$354	\$355	\$355	\$206	\$206	\$1,377
	FTA Transfer from Prior FTIP										
	Other (See Appendix C)										
		Federal Transit Total		\$4,172	\$4,172	\$4,126	\$4,126	\$5,267	\$5,267	\$4,646	\$4,646
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2,3,5	\$2,055	\$2,055	\$6,652	\$6,652	\$2,642	\$2,642	\$2,033	\$2,033	\$13,382
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)		\$160	\$160	\$130	\$130					\$290
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)				\$628	\$628					\$628
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)	4									
	Tribal Transportation Program		\$1,614	\$1,614	\$826	\$826	\$776	\$776	\$776	\$776	\$3,992
	Other (see Appendix D)		\$1,950	\$1,950							\$1,950
	Federal Highway Total		\$5,779	\$5,779	\$8,236	\$8,236	\$3,418	\$3,418	\$2,809	\$2,809	\$20,242
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		\$9,951	\$9,951	\$12,362	\$12,362	\$8,685	\$8,685	\$7,455	\$7,455	\$38,453
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			\$69,006	\$69,006	\$130,172	\$130,172	\$28,006	\$28,006	\$120,760	\$120,760	\$347,944

MPO Financial Summary Notes:

¹ State Programs that include both state and federal funds.

² CMAQ - Additional \$4,629,515 Loan Repayment from SACOG FY 23/24

³ CMAQ - Additional \$4,000,000 Loan Repayment from SANDAG FY 24/25

⁴ STBG/RSTP Funds are exchanged

⁵ Toll Credits in use

⁶ Portions of TTP Funds are located in Appendix R of the 2023 FTIP and not in CTIPS

TABLE 2: PROGRAMMED - APPENDICES

MADERA COUNTY TRANSPORTATION COMMISSION
2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Amendment 14
(\$'s in 1,000)

[illegible][illegible]

Appendix C - Federal Transit Other									
Federal Transit Other	FY 2023		FY 2024		FY 2025		FY 2026		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Transit Other Total									

Appendix D - Federal Highway Other									
Federal Highway Other	FY 2023		FY 2024		FY 2025		FY 2026		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
Community Project Funded Congressional Directed Spending Program Funds	\$1,950	\$1,950							\$1,950
Federal Highway Other Total	\$1,950	\$1,950							\$1,950

[illegible][illegible]

TABLE 3: REVENUE-PROGRAMMED

MADERA COUNTY TRANSPORTATION COMMISSION
2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Amendment 14
(\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Period)								
		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL CURRENT
		Amendment		Amendment		Amendment		Amendment		
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	
		No. 13	No. 14	No. 13	No. 14	No. 13	No. 14	No. 13	No. 14	
LOCAL	Local Total									
REGIONAL	Tolls									
	Bridge									
	Corridor									
	Regional Sales Tax									
	Other									
	Regional Total									
STATE	State Highway Operations and Protection Program (SHOPP) ¹									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹									
	STIP									
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
	Active Transportation Program ¹									
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹									
	Road Repair and Accountability Act of 2017 (SB1)									
	Traffic Congestion Relief Program (TCRP)									
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)									
	Other									
	State Total									
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
	Other									
		Federal Transit Total								
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$51	\$51	\$44	\$44	\$3,424	\$3,424	\$33	\$33	\$3,552
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)									
	Coordinated Border Infrastructure Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	GARVEE Bonds Debt Service Payments									
	Highway Infrastructure Program (HIP)									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)									
	National Highway Freight Program (NHFP)									
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)									
	Railway-Highway Crossings Program									
	Recreational Trails Program									
	SAFETEA-LU Safe Routes to School (SRTS)									
	Surface Transportation Block Grant Program (STBGP/RSTP)									
	Tribal Transportation Program									
	Other									
	Federal Highway Total	\$51	\$51	\$44	\$44	\$3,424	\$3,424	\$33	\$33	\$3,552
FEDERAL RAIL	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total	\$51	\$51	\$44	\$44	\$3,424	\$3,424	\$33	\$33	\$3,552
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		\$51	\$51	\$44	\$44	\$3,424	\$3,424	\$33	\$33	\$3,552

ATTACHMENT 3
PUBLIC PARTICIPATION

**NOTICE OF PUBLIC REVIEW AND CONSULTATION ON THE
DRAFT AMENDMENT NO. 14 TO THE 2023 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM**

The Madera County Transportation Commission (MCTC) is proposing a Formal Amendment (Type 3) to its federally approved 2023 Federal Transportation Improvement Program (FTIP). The 2023 FTIP is the programming document that identifies four years (FY 22/23, FY 23/24, FY 24/25 and FY 25/26) of federal, state and local funding sources for projects in Madera County.

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

The public review and comment period is open for 7 days commencing on March 1, 2024, and ending on March 8, 2024. Comments are due by March 8, 2024, at 3:00 p.m. These documents can also be viewed on the [MCTC Website](#). Public notice of public involvement activities and time established for public review and comments on this amendment will satisfy the program of projects (POP) requirements for Federal Transit Administration (FTA) projects.

Contact Person: Jeff Findley, Principal Regional Planner
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
jeff@maderactc.org

Public Review Notice

2023 FTIP Amendment No. 14

The screenshot displays the MCTC (Madera County Transportation Commission) website. The header includes the MCTC logo, navigation links (ABOUT, AGENDAS, FUNDING, MEASURE T, TRANSPORTATION), a search bar, and social media icons. A green notification bar states: "Page Federal Transportation Improvement Program (FTIP) and Air Quality Planning has been updated." Below this, the "Programming" section is active, showing a "Regional Transportation Improvement Program (RTIP)" button and "Contact Information" for MCTC. The main content area is titled "Federal Transportation Improvement Program (FTIP) and Air Quality Planning" and includes a detailed notice of public review and consultation on the draft amendment. The notice specifies a public comment period from March 1, 2024, to March 8, 2024, and provides contact information for Jeff Findley, Principal Regional Planner.

Programming

Regional Transportation Improvement Program (RTIP)

Contact Information

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

Edit Contact Details

View Full Contact Details →

Federal Transportation Improvement Program (FTIP) and Air Quality Planning

The Federal Transportation Improvement Program (FTIP) is a comprehensive, four-year transportation spending plan for the region that lists every transportation project that will receive federal funds or that is subject to a federally required action, such as a review and approval of environmental documents. The projects in the FTIP are developed and updated by MCTC through its member agencies and in cooperation with State and Federal agencies and the eight San Joaquin Valley counties.

**NOTICE OF PUBLIC REVIEW AND CONSULTATION ON THE
DRAFT AMENDMENT NO. 14 TO THE 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**

The Madera County Transportation Commission (MCTC) is proposing a Formal Amendment (Type 3) to its federally approved 2023 Federal Transportation Improvement Program (FTIP). The 2023 FTIP is the programming document that identifies four years (FY 22/23, FY 23/24, FY 24/25 and FY 25/26) of federal, state and local funding sources for projects in Madera County.

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Contact Person:
Jeff Findley, Principal Regional Planner
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
jeff@maderactc.org



STAFF REPORT
Board Meeting of March 20, 2024

AGENDA ITEM: 4-I

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

California High Speed Rail Authority Draft 2024 Business Plan

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The California High Speed Rail Authority (CHSRA) released the Draft 2024 Business Plan on February 9, 2024, with a 60-day public comment period. The public comment period will close on April 5, 2024. The 2024 Business Plan will be considered by the Authority Board of Directors on Wednesday, April 11, 2024.

The 2024 Business Plan summarizes the progress made over the past 11 months, updates information and forecasts that were presented in the 2022 Business Plan and 2023 Project Update Report and presents the proposed path forward for delivering the project.

The key takeaways from the 2024 Draft Business Plan are as follows:

- The Project continues to advance to meet the cost and schedule estimates in the [2023 Project Update Report](#).
- The CHSRA has received \$6.8 billion from the federal government during the project's lifetime and looks to continue aggressively applying for grants to move the project forward.
- With the re-investment from the Federal government, it is increasingly urgent to stabilize state funding for the program beyond 2030.
- Considering funding constraints, the CHSRA continue to focus on delivering the project in building blocks by adhering to the following priorities to get the Merced to Bakersfield system operational between 2030 and 2033:
 1. Complete civil and track and systems construction of the 119-mile segment currently under construction in the Central Valley.
 2. Extend civil and track and systems construction work to Merced and Bakersfield for a total of 171 miles.

3. Continue to complete environmental reviews of remaining project sections between San Francisco and Los Angeles — in 2024, 463 of 494 miles of the project will be environmentally cleared.
4. Advance geotechnical and design work where environmental work is completed.
5. Continue important work with our partners on bookend projects, including the Caltrain electrification project and the LinkUS project.

The Draft 2024 Business Plan and information about the plan can be found at the CHSRA website: <https://hsr.ca.gov/about/high-speed-rail-business-plans/2024-business-plan/>

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of March 20, 2024

AGENDA ITEM: 4-J

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

2024 Transit and Intercity Rail Capital Program (TIRCP) Draft Guidelines

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The California State Transportation Agency (CalSTA) has released the draft guidelines for Cycle 7 of the Transit and Intercity Rail Capital Program (TIRCP) for public and legislative review.

The public and legislative review is available for more than the 30 days required by statute, with **two virtual workshops planned for April 16** – one focused on Northern California and one focused on Southern California. You can register for the workshops using the following links:

1. [Northern California workshop, 9:30 a.m.](#)
2. [Southern California workshop, 2:30 p.m.](#)

Comments on the draft guidelines are due no later than April 18, 2024. CalSTA expects to release final program guidelines and a call for projects on April 23, 2024. More information on the 2024 schedule and the Draft Guidelines is available on the [CalSTA website](#).

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of March 20, 2024

AGENDA ITEM: 5-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

2024 San Joaquin Valley Regional Policy Council Sacramento Valley Voice Trip Recap

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The San Joaquin Valley Regional Policy Council, Sacramento Valley Voice Trip, was held on March 13-14, 2024. Attached is a copy of the agenda, project priorities/maps and talking points. Issues discussed were as follows:

1. Pragmatically Address Air Quality, Equity, and Mobility Goals Through Operational Improvements
2. Leveraging State Funding to Address Safety, Goods Movement, and Mobility
3. Access Transit Funding
4. Enhance Passenger Rail Infrastructure and Service

This time on the agenda is reserved for those that attended to provide feedback. Representing Madera at this year's Valley Voice trip were Supervisor and MCTC Chair Leticia Gonzalez, Supervisor Robert Poythress and Patricia Taylor, MCTC Executive Director.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



Valley Voice Sacramento 2024 Agenda



Wednesday, March 13th

- | | |
|--------------------------|--|
| 1:00 pm – 1:30 pm | Pre-Briefing w/ Gus Khouri
1021 O Street, Conference 5100 |
| 1:30 pm – 2:00 pm | Senator Melissa Hurtado (Fresno, Kern, Kings, Tulare)
1021 O Street, Conference 5100 |
| 2:00 pm – 2:30 pm | Yarelyn Trujillo, Senator Anna Caballero (Fresno, Madera, Merced, Tulare)
1021 O Street, Conference 5100 |
| 2:30 pm – 3:00 pm | Assembly Member Carlos Villapudua (San Joaquin)
1021 O Street, Conference Room 5100 |
| 3:00 pm – 3:30 pm | Assemblymember Jasmeet Bains (Kern)
1021 O Street, Conference Room 5100 |
| 3:30 pm – 4:00 pm | Assemblymember Esmeralda Soria (Fresno, Madera, Merced)
1021 O Street, Conference Room 5100 |
| 4:00 pm - 4:30 pm | Assemblymember Juan Alanis (Merced, Stanislaus)
1021 O Street, Conference Room 5100 |
| 4:30 pm – 5:00 pm | Senator Marie Alvarado-Gil (Madera, Merced, Stanislaus)
1021 O Street, Conference Room 5100 |
| 5:30 pm – 7:00 pm | Evening Reception- Ella Dining Room & Bar |

Thursday, March 14th

- | | |
|----------------------------|--|
| 9:00 am – 9:45 am | Tanisha Taylor, CTC Executive Director
1021 O Street, Conference Room 5100 |
| 10:00 am – 10:45 am | Open |
| 11:00 am – 11:30 am | Assemblymember Lori Wilson, Chair, Assembly Transportation Committee
1021 O Street, Conference Room 5100 |
| 12:00 pm – 1:30 pm | Lunch – Joe Cruz, CTC Commissioner, Cal Laborers Executive Director
Ella Dining Room & Bar, 1131 K Street |

SAN JOAQUIN VALLEY



VALLEY VOICE SACRAMENTO

SAN JOAQUIN VALLEY
REGIONAL PRIORITIES

2024



2024 VALLEY VOICE SACRAMENTO DELEGATION

Merced County Representatives

Daron McDaniel, Supervisor (Chair)

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Stacie Guzman, Executive Director

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Linda Launer, Councilmember

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Ben Kimball, Deputy Director

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2024 VALLEY VOICE SACRAMENTO DELEGATION

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Leticia Gonzalez, Supervisor

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Patricia Taylor, Executive Director

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Dan Wright, Councilmember

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Diane Nguyen, Executive Director

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San Joaquin Valley Air Pollution Control District

Samir Sheikh, Executive Director

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Tom Jordan, Senior Policy Advisor

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San Joaquin Joint Powers Authority

Michael Hanebutt, Senior Planner

michael@acerail.com



PRAGMATICALLY ADDRESS AIR QUALITY, EQUITY, AND MOBILITY GOALS THROUGH OPERATIONAL IMPROVEMENTS

The Regional Policy Council supports a revenue-neutral conversion from the gas tax to a source that ensures equity in revenue collection that does not disadvantage those who must drive further to job centers. Distribution should respect San Joaquin Valley's vital role in maintaining system integrity and providing mobility options. This includes continuing to monitor the Road User Charge Technical Advisory Committee's activities.

- Support a revenue-neutral, environmentally friendly successor source to the gas tax.
- Support multi-modal investments while completing highway projects to facilitate safety and goods movement.
- Protect affordable housing funding through REAP 2.0 to help the San Joaquin Valley address the jobs-housing imbalance.
- Restore critical funding through the FARMER program to provide clean equipment for agricultural harvesting, transport, and operations.
- Support efforts to maintain local control for air districts and oppose enacting redundant, costly oversight to meet air quality goals.



LEVERAGING STATE FUNDING TO ADDRESS SAFETY, GOODS MOVEMENT, AND MOBILITY

The Regional Policy Council will remain diligent in competing for additional state funds to complete gap closures to improve safety, congestion management, and goods movement throughput on State Route 99 and other regional arterials. This includes building out SR 99 to a minimum of six lanes, consistent with the Caltrans-adopted State Route 99 Business Plan. This will also maximize the return on previous state and local investments.

- Aggressively pursue state funds to complete gap closures on critical infrastructure, such as State Route 99.
- Support the restoration of truck weight fees to accelerate project delivery.
- Coordinate with state agencies to ensure climate and mobility goals are synergetic and address safety and goods movement.

ACCESS TRANSIT FUNDING

The Regional Policy Council will monitor the CalSTA Transit Transformative Task Force and support modifications to the TDA process as appropriate to ensure that transit operators are provided with flexibility to continue accessing funding to maintain and expand service.

- Monitor CalSTA Transformative Transit Task Force for funding recommendations to allow transit operators to maintain and expand service.
- Protect funding provided through SB 125 for transit capital and operations.
- Pursue a successor source to the sales tax on diesel to provide stable and predictable transit funding.



ENHANCE PASSENGER RAIL SERVICE

The Regional Policy Council will work cooperatively with CalSTA, Caltrans Division of Rail, Amtrak, CTC, ACE, San Joaquins, Valley Link, BNSF, and Union Pacific Railroad to expand passenger rail service and connectivity to accommodate Valley residents.

- Support the extension of the Cap-and-Trade program.
- Support augmenting rail programs through the 40 percent of Cap and Trade that is subject to legislative discretion.
- Support the expansion and completion of Valley rail projects through state grant programs.





The San Joaquin Valley Regional Policy Council

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

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

***The San Joaquin Valley Regional Policy Council is led by
Chair Daron McDaniel, Merced County Supervisor.***

CONTACT

San Joaquin Valley Regional Planning Agencies Policy Council

c/o Tulare County Association of Governments

210 N Church Street,
Visalia, CA 93291

www.sjvcogs.org





SUSTAINABLE COMMUNITIES INVESTMENTS

INNOVATIVE ACTIVE TRANSPORTATION, TRANSIT AND HOUSING PROJECTS IN THE SAN JOAQUIN VALLEY

The San Joaquin Valley regional transportation planning agencies appreciate and support the State of California's environmental, transportation and housing goals, and agree that a regional approach to these issues provides the ideal forum for State and local governments to partner on shared priorities. Accordingly, the eight SJV RTPAs herein highlight their most recent transit, active transportation and housing projects and programs that demonstrate Valley commitment to these ideals. The more we work together, the faster we'll improve conditions for our most vulnerable populations.

KERN COUNTY

Kern Council of Governments

www.kerncog.org

SB 125 PROJECTS

LEAD AGENCY	PROJECT	SB 125 FUNDING
City of Arvin	Purchase ZEV Bus / Extended Bus Warranties	\$400,000
City of Arvin	Infrastructure Improvements (Microgrid)	\$100,000
City of Arvin	Facilities Improvements (Microgrid Parking Lot Repaving & EV Infrastructure)	\$140,000
City of Arvin	Construction Mgmt. & Program Admin	\$43,000
City of Arvin	Transit Free Rides Program	\$240,000
City of Arvin	Operation Expansion (Added Stop, Hours, & Personnel)	\$1,330,000
California City	Prefabricated Metal Building	\$1,662,000
City of Delano	Transit Operations Maintenance & Training Facility	\$27,915,000
Golden Empire Transit	Operations FY 24-25 and FY 25-26	\$56,245,000
Golden Empire Transit	Operations and Admin Facility	\$105,000,000
Golden Empire Transit	Electric Vehicles	\$10,171,000
Kern Regional Transit	Zero Emissions Buses & Supporting Infrastructure	\$44,616,000
City of Ridgecrest	Purchase 6 Electric Vans	\$3,431,000
City of Shafter	Free Ridership Program	\$100,000
City of Shafter	Saturday Services Expansion	\$83,000
City of Shafter	Transit Scheduling App	\$50,000
City of Shafter	New Bus Storage with Solar Panels	\$872,000
City of Shafter	Battery Storage and Project Administration	\$76,000
City of Shafter	New small Operations Office Land	\$556,000
City of Shafter	Transit Facility Land	\$200,000
City of Shafter	2 Electric Buses or Vans	\$300,000
City of Shafter	New Security Cameras on Transit Vehicles and Servers	\$100,000
City of Shafter	Farebox Ticketing and Payment Systems	\$60,000
City of Taft	Zero Emission Transit Vans (6)	\$828,000
City of Tehachapi	Improvements to Downtown Transit Center/ EV Charging Stations	\$1,392,000
City of Wasco	New Operations, Maintenance, and Transit Facility	\$3,104,000
City of McFarland	Construct Transit Station with Maintenance Area & EV Charging Station	\$1,350,000
		\$260,364,000

San Joaquin Valley, California

Item 5-5-A.



TRANSIT

Most Kern COG's transit operators are actively transitioning to zero emission transit vehicles and infrastructure. The City of Arvin needs one more bus to complete its 100% ZEV transition by 2025. Golden Empire Transit, the region's largest transit provider is transitioning to hydrogen buses for fixed routes and battery electric for its on-demand service. Many of the transit agencies will take advantage of SB 125 funding to initiate the transition to zero emissions.

ACTIVE TRANSPORTATION

Kern COG was awarded an Active Transportation Program Cycle 5 grant of \$792,000 from the California Transportation Commission to conduct the non-Infrastructure project titled "Safe Routes for Cyclists in Kern County's Disadvantaged Communities." This program includes the following traditional "Safe Routes" program areas of Education and Encouragement.



HOUSING

Kern COG developed a publicly viewable online mapping application, which allows users to view the proposed Regional Housing Needs Assessment (RHNA) unit allocations for each jurisdiction and to explore specific parcels to evaluate the potential number of units a parcel could support. Local agencies have used the online mapping tool for the development of their Housing Element updates. Kern COG utilized the Regional Early Action Planning Grant Program of 2019 to allocate funds to its jurisdictions for planning activities that accelerate housing production and facilitate compliance in implementing the sixth cycle of the Regional Housing Needs Allocation. Kern COG also uses local funds to facilitate and assist its member agencies in applying for Sustainable Communities, active transportation, and affordable housing grant funds. Kern COG is currently working with all of its member agencies to plan for construction of affordable housing projects through the Regional Early Action Planning Grant Program of 2021 (REAP 2.0).

TULARE COUNTY

Tulare County Association of Governments

www.tularecog.org

TRANSIT

Our region's transit providers are embarking on an aggressive effort to transition to zero emission (ZE) transit vehicles and infrastructure. The transit providers have been successful in securing federal and state funding for the purchase of ZE vehicles and ZE fueling infrastructure and maintenance facilities. In addition, the vast majority of SB125 funding made available by the State is being used for ZE capital projects. In addition to ZE transition efforts, transit providers continue to provide important services and incentives to their riders. On-demand microtransit has already been introduced in the cities of Lindsay and Porterville and is being implemented regionwide in 2024 highlighted by the Visalia-Tulare metro area. Development of the Cross Valley Corridor (CVC) project is progressing steadily. The CVC Phase I Express Bus service implementation is underway ultimately connecting the communities between NAS Lemoore and Lindsay, CA with convenient connections to Amtrack San Joaquins and eventually CA High Speed Rail (HSR). With an expectation of high-quality transit service and transit oriented development along the corridor the CVC Express Bus Service is designed to build a ridership base that will one day lead to CVC Passenger Rail Service. TCAG continues to partner with Calvans investing in vans and passenger subsidies for their very effective vanpool service.



ACTIVE TRANSPORTATION



TCAG has been quite aggressive when it comes to Active Transportation. To help agencies identify their active transportation needs, TCAG has committed to providing funding for its member agencies to develop Active Transportation Plans. TCAG staff has been working with our State partners at Caltrans and the California Transportation Commission (CTC) to promote Active Transportation in our region. As a result, agencies have been able to prepare highly competitive ATP funding applications. Over the most recent three ATP funding cycles, \$37.6 million in ATP funds have been awarded for 12 projects with a combined total project cost of \$50 million. The projects will provide safe routes to schools for students, active transportation alternatives for adults, and safe pedestrian crossings. Also included is a complete streets and pedestrian bridge project located on the Tule River Indian Reservation.

HOUSING

TCAG continues to work diligently to establish regional housing partnerships in the region. In partnership with TCAG, Self Help Enterprises has been able to help deliver quality low income housing projects in the communities of Goshen and Farmersville. TCAG is also involved with the preparation of Affordable Housing and Sustainable Communities grant applications which provide funding for housing, transit oriented development and infrastructure costs related to low income housing developments throughout the region. In addition, TCAG recently received final approval of its REAP 2.0 application which will provide funding for the planned Farmersville Transit Center and other important housing related projects in the region.

San Joaquin Valley, California

Item 5-5-A.



SB 125 PROJECTS

PROJECT	SB 125 FUNDING
CVC Lindsay Transfer Center	\$2,000,000
CVC Exeter Transfer Center	\$5,000,000
CVC Charging Infrastructure/On Demand ZE Vans/Sedans	\$9,628,262
Charging Infrastructure (Transit Centers) and Maintenance Facility Improvements	\$12,000,000
New Porterville ZE Maintenance Facility	\$10,000,000
On Demand ZE Vans (19)	\$2,800,000
ZE Replacement Buses (5)	\$7,372,833
Cross Valley Express Bus Operations - 3 Year Pilot	\$7,000,000
	\$55,801,095



KINGS COUNTY

Kings County Association of Governments

www.kingscog.org

TRANSIT

To promote transit in Kings County, KCAG has aided in the transition to Zero-Emission Buses through funding CARB's Innovative Clean Transit (ICT) plan for both Kings County Area Public Transit Agency (KCAPTA) and Corcoran Area Transit (CAT). KCAG has also contributed to the successful funding of the upcoming multimodal transit center in the City of Hanford which should be open for operation in 2025. Within the region, KCAPTA has also successfully created easily accessible transit for travel even outside of the county with the connectivity they currently have with the Amtrak system.



ACTIVE TRANSPORTATION

To make walking and biking safer and easier, KCAG has developed the 2019 Regional Active Transportation Plan (RATP) which analyzes existing issues and conditions related to walking and biking. The plan identified the high-priority projects and provided funding information and implementation strategies to equip jurisdictions in Kings County to better compete for federal, state, and regional grant funds. KCAG is currently updating the 2019 RATP and the City of Hanford is currently in the process of developing an Active Transportation Plan with plans to implement transformational bike and pedestrian projects. Some of the most recent ATP projects that have been successfully funded in Kings County are: the Safe Routes to School SR 269 Improvement Project which constructed a new crosswalk at Union Ave. and Skyline Blvd. in the City of Avenal and improvements to two other crosswalks with high visibility markings, flashing beacons, in-road lights, and bulb-outs at one crosswalk/bus stop; SR 41 Pedestrian Crossing and Pathway Improvements which will construct six AC pathways including hot mix asphalt ramps at each intersection as well as installing four rectangular rapid flashing beacons at the pedestrian crossing at General Petroleum Ave. in the County of Kings; the construction of sidewalks along various school routes and installation of high visibility crosswalks and ADA curb ramps in the City of Corcoran; and the construction of new sidewalks, new ADA curb ramps, and crosswalk improvements along Whitley Ave., Otis Ave., Patterson Ave., Dairy Ave., and Orange Ave. in the City of Corcoran.



San Joaquin Valley, California

Item 5-5-A.



SB 125 PROJECTS

LEAD AGENCY	PROJECT	SB 125 FUNDING
Kings County Area Public Transit Agency	Electric Bus Charging Infrastructure Project (Tulare Cross-Valley Corridor ZEB Expansion Phase 2)	\$9,600,000
Kings County Area Public Transit Agency	Bus Operator Training Simulator	\$600,000
Kings County Area Public Transit Agency	Tulare Cross-Valley Corridor ZEB Expansion Phase 1	\$6,000,000
Kings County Area Public Transit Agency	35' Battery Electric Buses	\$6,600,000
Corcoran Area Transit	Electric Bus Charging Infrastructure Project	\$1,133,000
Corcoran Area Transit	Electric Bus Charging Infrastructure Project	\$1,133,000
Corcoran Area Transit	Contactless Payment System	\$297,000
Corcoran Area Transit	Replace four Diesel Buses with ZEB	\$1,136,000

\$25,366,000

FRESNO COUNTY

Fresno Council of Governments

www.fresnocog.org

TRANSIT

The Fresno County Rural Transit Agency (FCRTA) launched a rural microtransit transportation program to connect rural unincorporated communities to Fresno and or nearby incorporated cities. This initiative is the first of its kind in the United States that is designed to bridge the gap between rural communities and broader connectivity within Fresno County.

The service utilizes a Chevy Bolt all-electric passenger vehicle – providing Biola residents with reliable and affordable transportation to larger metropolitan cities for essential errands. This environmentally-sustainable initiative offers transportation at a fraction of the cost of ridesharing services, ensuring accessibility for all members of the community. The vehicle is parked at the Biola Community Services District which eliminates deadhead time as well as vehicle miles traveled (VMT). FCRTA installed a level 2 charging unit and the Biola Community Services District allows the vehicle to charge when the vehicle is not being operated.



ACTIVE TRANSPORTATION

Calwa Sidewalk Project. Three miles of Calwa streets and sidewalks will receive a \$7 million facelift, thanks to a \$4 million federal grant and \$2.7 million from the State's Active Transportation Program (with a \$300,000 match from Measure C). New sidewalks will be installed, and existing sidewalks battered by more than a century of wear and tear will be repaired in the unincorporated community of 2,500 on the southern fringes of the City of Fresno. Latinos account for 86% of the population.



San Joaquin Valley, California

Item 5-5-A.



HOUSING

The City of Coalinga's class IV bikeway along Monterey Avenue is a prime example of active transportation improvements in a low-income and disadvantaged community. Coalinga has been embracing purposeful development since 2017, by adopting their own Active Transportation Plan in 2017. The Monterey Avenue project serves a population of residents whose median household income is below 65% of the State average. Monterey Avenue is a key access point for numerous schools within the city and invites and enhances people who do not own or operate motor vehicles to bike to and from school or work. As Table 5-2 shows, Coalinga has been successful in the last five years securing funding for improvements to enhance active transportation in their region.



Fresno Council of
Governments

MADERA COUNTY

Madera County Transportation Commission

www.maderactc.org

TRANSIT

The Madera County Transportation Commission (MCTC) is committed to improving transit, rail, active transportation and housing in the Madera.



The conversion to an all-electric transit fleet has begun utilizing SB 125, FTA, and CMAQ funding. The existing San Joaquins passenger rail station is being relocated to an area along Avenue 12 as the first phase of the future Madera HSR Station Project. Planning is also underway for securing funding and implementing the improvements needed for Madera HSR Station needed for the initial service in the Valley (Phase 2). The location of the Madera HSR location will be well served by transit and is in close proximity to SR-99, a community college and current and future hospitals. Transit Oriented Development (TOD) is being planned in the vicinity of the Madera HSR Station and along the Avenue 12 Corridor. MCTC's SB 125 contribution to the Madera HSR Station enables the completion of the construction of the relocated San Joaquins Station (Phase 1) and contributes to the final design needed for the Phase 2 improvements needed for initial HSR operations.

San Joaquin Valley, California

Item 5-5-A.



ACTIVE TRANSPORTATION

MCTC has prepared an Active Transportation Plan and model Complete Streets template. These documents are currently being utilized to secure active transportation and complete streets funding.

HOUSING

The REAP funding awarded by the State is assisting local jurisdictions in the Madera Region to meet regional housing goals, and providing much needed infrastructure for the construction of affordable housing.

FAMILY HOUSING



SB 125 PROJECTS

LEAD AGENCY	PROJECT	SB 125 FUNDING
Madera County	Transit Fleet Electrification	\$3,555,000
City of Chowchilla	Transit Electrification and Modernization	\$1,706,000
City of Madera	Transit Fleet Electrification	\$500,000
San Joaquin Joint Powers Authority (SJJPA)	Madera HSR Station Phase 1: Relocated Madera San Joaquins Station	\$12,862,000

\$18,623,000

MERCED COUNTY

Merced County Association of Governments

www.mcagov.org

TRANSIT

MCAG administers two transit agencies in the Merced County region: The Bus and YARTS. The Bus operates as the single consolidated transit agency providing fixed route, paratransit and micro transit services countywide. In 2023, The Bus rolled out its first zero-emission vehicles that were purchased through a variety of partnerships and programs including a successful AHSC grant with the City of Merced, and federal grants with the use of Measure V funds as the local match. Also through Measure V, The Bus offers free paratransit service, as well as, free fixed route and microtransit services to seniors, veterans and ADA eligible passengers. And through partnerships with Merced College and UC Merced, The Bus provides free service to our region's college students countywide. SB 125 will be providing resources to develop a hybrid fleet comprised of both hydrogen and battery-electric vehicles including a new Operations and Maintenance Facility on the west side of the County. This funding will also provide for the expansion of the microtransit program, and the implementation of a commuter route from Merced to Gilroy and from Merced to the new ACE station in Ceres, in partnership with the San Joaquin Joint Powers Authority.



The Yosemite Area Regional Transportation System provides public transit services to Yosemite National Park year round on Hwy 140 from Merced/Mariposa, and during the summer season from Fresno/Madera (SR 41), Sonora (SR 120), and Mammoth Lakes (SR 395/120). YARTS is a key partner to the National Park Service in realizing the goal of reducing vehicle congestion in the Park, and plays an essential role in connecting visitors from local airports and rail stations to the Yosemite Valley destination.

ACTIVE TRANSPORTATION

MCAG has prepared a regional Active Transportation Plan as a planning tool for its local jurisdictions to compete for valuable state resources to further develop the region's bicycle and pedestrian facilities. This plan, along with a minimum of 20% of their local Measure V sales tax revenue, positions Merced County jurisdictions to compete for and deliver exciting new projects that provide more mobility options for residents and provide safer walking and biking options for students.

HOUSING

The Merced County region has maximized the state investment through the REAP program to transform the way local jurisdictions think about and plan for housing projects in the region. The program funded a water and wastewater capacity assessment to inform the Regional Housing Needs Assessment process, and also embarked on the first Merced County Multijurisdictional Housing Element. The City of Merced has led the way by utilizing a variety of state and federal resources to deliver a range of affordable housing projects including The Retreat Apartments on Childs and B Streets which was delivered with an AHSC grant, and the innovative container housing project on R street that is currently under construction.



San Joaquin Valley, California

Item 5-5-A.



SB 125 PROJECTS

LEAD AGENCY	PROJECT	SB 125 FUNDING
MCAG	Program Administration	\$209,123
The Bus	Battery Electric Bus Charging Infrastructure	\$5,000,000
The Bus	Westside Operations and Maintenance Facility	\$8,000,000
YARTS	Seed Funding for Operations and Maintenance Facility	\$2,000,000
The Bus	Microtransit Service Expansion (Operations)	\$4,200,000
The Bus	Microtransit Service Expansion (Capital)	\$2,280,000
The Bus / YARTS	Hydrogen Fueling Station and Facility Compliance	\$5,600,000
The Bus	Hydrogen Bus Fleet Replacement	\$6,400,000
YARTS	CALSTART Fuel Cell Demo Project	\$1,000,000
The Bus / Amtrak	Amtrak Thru-Way Bus Service (Merced to Gilroy) Pilot	\$1,500,000
The Bus	ACE Bus Bridge Program	\$1,200,000
The Bus	Concourse Redesign at Merced Transpo Center	\$200,000

\$3 58 23

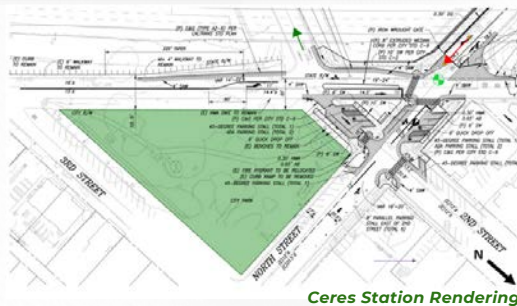
STANISLAUS COUNTY

Stanislaus Council of Governments

www.stancog.org

TRANSIT

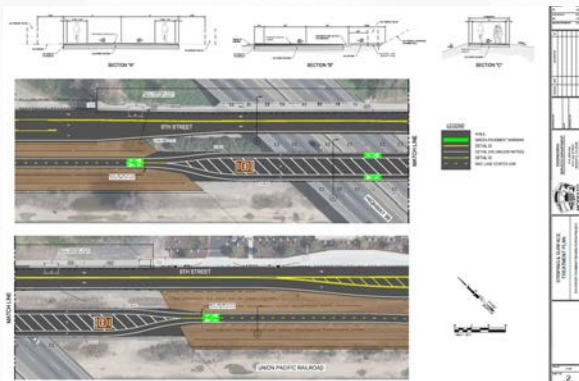
The majority of the SB 125 funds allocated to StanCOG were provided to the regional transit operator Stanislaus Regional Transit Authority (StanRTA). StanRTA will use the funds to comply with the rule to have an emission free fleet by 2040 and will need a new facility equipped with the infrastructure to support a zero-emissions vehicles (ZEV) fleet. SB 125 funds are being used to support the San Joaquin Regional Rail Authority (SJRRRC) multimodal station improvements in anticipation of the ACE Forward Passenger Rail service. The ACE Forward service will reduce GHG emissions, improve public health, reduce traffic-related injuries, and advance equity for priority populations in the Valley. Additionally, SB 125 funds were used to support the StanisCruise Vanpool program which increased its capacity by 50% from 100 vans to 150 vans within nine months of operations.



Ceres Station Rendering

ACTIVE TRANSPORTATION

The City of Modesto completed the 9th Street Corridor Improvements Project with Affordable Housing and Sustainable Communities Grant (AHSC) and Measure L funding. In alignment with the AHSC program, this project reduces GHG emissions through implementing land-use, housing, transportation, and agricultural preservation practices. The project includes improvements such as multiple roundabouts and bicycle/active transportation infrastructure.



9th Street Corridor Improvements Project

Additionally, Stanislaus County has recently completed the Airport Neighborhood Active Transportation Connectivity & Safety Project and the Bret Harte Elementary Safe Crossing and Active Transportation Connectivity Project. These projects improve local connectivity within their respective neighborhoods, improve safety for non-motorized travel, and seek to end patterns of disinvestment of basic infrastructure that plague many disadvantaged unincorporated communities.

San Joaquin Valley, California

Item 5-5-A.



HOUSING

The City of Modesto, in partnership with EAH Housing, recently completed the Archway Commons Phase II development, which constructed 74 new affordable housing units. This project includes a community center, picnic area, computer learning center, basketball court, common room, and courtyard open spaces.

The City of Modesto has also recently constructed and is in the process of constructing additional affording housing developments, with some specifically focused on providing permanent supportive housing for Veterans.



Archway Commons Phase II



SB 125 PROJECTS

LEAD AGENCY	PROJECT	SB 125 FUNDING
StanRTA	Next Generation Zero Emission Bus - Operations and Maintenance Facility	\$91,000,000
SJRRRC	Modesto-Ceres Valley Rail Stations	\$13,000,000
StanCOG's StanisCruise TDM Program	StanisCruise Vanpool Program - Maintain and Expand	\$8,228,952

\$111,228,952

SAN JOAQUIN COUNTY

San Joaquin Council of Governments

www.sjcog.org

TRANSIT

Our region's transit providers are recovering from the COVID-19 fiscal cliff as quickly as possible while seeking to transition to zero emission technology. The region has invested in a county-wide ticketing app that joins together each operator's ticketing systems, allowing for more robust trip planning and seamless transfers between providers. The shared ticketing app also integrates Uber services directly, and provides financial incentives for transit use. Additionally, the region has made significant investments into its rideshare incentives program, which provides vanpool options for employees. SJCOG's vanpool usage has tripled since the start of the pandemic, and has resulted in significant VMT & GHG reductions.



ACTIVE TRANSPORTATION

With respect to Active Transportation, SJCOG has made significant financial contributions to projects across the region. Where the State has typically offered less than \$8M to San Joaquin County for each Active Transportation Program regional call for projects, SJCOG has been successful in assigning federal CMAQ funds and regional Measure K funds to more than double the amount of funds made available to partner agencies.



San Joaquin Valley, California

Item 5-5-A.



SB 125 PROJECTS

LEAD AGENCY	PROJECT	SB 125 FUNDING
San Joaquin Regional Transit District	Transit Operational Assistance	\$43,347,911
San Joaquin Regional Rail Commission	Transit Operational Assistance	\$14,390,995
City of Lodi	Transit Operational Assistance	\$3,779,100
City of Manteca	Transit Operational Assistance	\$1,644,096
City of Tracy	Transit Operational Assistance	\$3,853,856
City of Escalon	Transit Operational Assistance	\$88,025
City of Ripon	Transit Operational Assistance	\$25,919
		\$67,129,902



Valley Voice Talking Points March 13-14, 2024

1. Air Quality, Equity and Mobility. (Sheikh, Beltran, Escutia-Braaton)

Samir Sheikh, Executive Director, SJVAPCD

Restore FARMER Program Funding (not for CTC or Assembly Transportation)

- The FARMER Program, administered by the California Air Resources Board and funded through local Air Districts, expedites the turnover of high-emitting agricultural equipment, like tractors, harvesters, pumps, and utility task vehicles for cleaner and zero-emission equipment. This benefits our farmers as they move toward carbon neutrality. More importantly, providing for immediate and discernable community health and air quality improvements across the state, including the San Joaquin Valley.
- Since 2017, investments in the FARMER program (complimented by matching funds) have reduced 185,000 metric tons of carbon dioxide equivalent and 22,210 tons of harmful air pollutants, such as particulate matter and nitrous oxide. Reducing these pollutants expedites the delivery of cleaner air in the state's Central Valley, where residents experience some of the highest adult and childhood asthma rates.
- FARMER is one of the most cost-effective and timely ways the state can advance our communal goals—improving air quality and lessening adverse health impacts while advancing carbon neutrality. Realizing our vision of a more equitable and healthy future requires us to follow through with targeted and strategic investments that leave no one behind.
- Unfortunately, the Governor's 2024-25 proposed budget does not include any funds for the FARMER program.
- **ASK that the FY 24-25 State Budget include \$160 million to continue the FARMER program or score the appropriation over multiple fiscal years.**
- **ASK to Support efforts to maintain local control for air districts and oppose enacting redundant, costly oversight to meet air quality goals by opposing AB 985 (Arambula).**

Mayor Alma Beltran

Maintain REAP 2.0 Funding In FY 24-25 State Budget (not for CTC or Assembly Transportation)

- The Governor's budget proposes to cut \$300 million, or 50%, of the Regional Early Action Planning grants, which work on a reimbursement basis to help local jurisdictions develop affordable housing.
- Many jurisdictions in the Valley have fronted their own money and have waited three years for reimbursement from round one of the program. Cutting REAP 2.0 funding in half leaves local agencies on the hook despite having agreements with HCD.
- This action makes it difficult for the Valley to deliver affordable housing and create sustainable communities to meet air quality goals, and it threatens our ability to access transportation funding.
- **ASK: Defer, rather than cut, the \$300 million cut to the program in a future fiscal year, which is how some other programs in the budget have been treated.**

Councilmember Rosa Escutia Braaton**Apply VMT Equitably, Focus on GHG Reduction**

- Density is an issue in the Valley. The Bay Area has nearly 60% more people living in an area a quarter the size of the Valley. Los Angeles has more than 2.5 times our population, over 1/6 of the area.
- Vehicle miles traveled has been used as a one-size-fits-all metric to score projects for state funding.
- VMT reduction is not always possible, given the lack of density, discretionary income, travel patterns/needs, and overall practicality of using a bike, bus, or train as an option for Valley residents.
- The heavy emphasis on VMT threatens our ability to get our sustainable communities strategies adopted by ARB, which threatens our funding and project delivery. Our focus should be on greenhouse gas emission reduction.
- **ASK that VMT be proportional to each region so that it is realistic and does not disqualify funding projects, particularly those that improve air quality and enhance safety, mobility, and throughput of people and goods.**

2. Leveraging State Funding to Address Safety, Goods Movement, and Mobility (McDaniel, Verboon, Poythress)

Supervisor Daron McDaniel, SJVRPC Chair**Maintain Access to State and Federal Funding for Highways**

- Governor Newsom wants to prioritize bike, bus, and rail projects and severely limit funding capacity projects on the state highway system. He favors investments in multi-modal options (bike, bus, rail) to reduce greenhouse gas emissions and vehicle miles traveled. We need investment in all modes. We are making those investments.
- The State uses SB 743 (Steinberg) of 2013, a CEQA exemption bill for the Sacramento Kings, to build an arena to stop capacity projects on the state highway system.
- Over 92% of all commodities are transported by truck using Highway 99, Interstate 5, and east-west connectors.
- SR 99 is consistently identified as one of the most dangerous highways in the nation.
- The San Joaquin Valley plays a vital role in goods movement. Over 25 percent of the nation's produce is grown in the region.
- We need to build out SR 99 to a minimum of six lanes, consistent with the Caltrans-adopted State Route 99 Business Plan, to eliminate bottlenecks, maximize previous investments, and improve safety and air quality.
- Many of our constituents work in agriculture, manufacturing, and skilled labor, making it infeasible to use transit or active transportation as a reliable mode.
- The past few winters have shown that our state highway infrastructure is vulnerable.
- The Caltrans System Investment Strategy (CSIS) is being developed to prioritize multimodal investment from all state and federal programs.
- **ASK: Ensure that goals expressed in the Caltrans System Investment Strategy (CSIS) allow the ability to address safety and goods movement projects on the state highway system.**

Supervisor Doug Verboon
Restore Truck Weight Fees

- Six out of the eight counties in the Valley, 25 statewide, have passed (multiple) sales tax measures to help subsidize the state highway system, a state asset.
- We must respect the will of voters to finish projects to reduce congestion and enhance safety on a highway system that has not been updated in the Valley since the 1950s. The state has over 27 million licensed drivers.
- One opportunity to supplement the delivery of transportation projects is to restore truck weight fees.
- Truck weight fees generate \$1.5 billion annually but have been diverted since 2011 to pay down bond debt service. Governor Newsom stated that California has over \$91 billion in bonding capacity.
- **ASK: Restore a portion of truck weight fees or issue a bond, like Prop 1B in 2006, to complete projects.**

Supervisor Robert Poythress
Gas Tax Successor

- We have traditionally relied upon the gas tax to fund our transportation infrastructure. However, this funding source can no longer keep up with demand as cars become more fuel-efficient and people telecommute and purchase zero-emission vehicles. This hurts smaller counties like ours, including those with sales tax measures. Over 25% of all vehicle sales last year were zero-emission vehicles.
- The Road User Task Force has been working on a successor source to the gas tax.
- We need a funding mechanism that is equitable, meaning that it does not harm those who must drive further to access healthcare, education, or employment opportunities.
- **ASK: We would appreciate working with you to explore solutions for a revenue-neutral successor source to the gas tax.**

3. Transit Funding (Launer, Nagy)

Councilmember Linda Launer
Extend Transit Farebox Relief

- All transit operators must achieve a farebox recovery threshold to receive state funding to operate their system. The purpose is to hold operators accountable for running efficient service.
- Based on population, operators need to collect up to 20% in farebox to be eligible to receive funding from various programs to maintain, if not expand, service. This means up to 80% of the service is subsidized.
- If farebox thresholds are not met, MPOs must penalize operators, making it more difficult to maintain existing services.
- The pandemic decimated transit ridership, drastically reducing farebox recovery and further hindering mobility options for society's most vulnerable populations, including seniors, school children, the physically challenged, and those on a fixed income.
- CalSTA's Transformative Task Force does not include any representation from the San Joaquin Valley.

- **ASK that farebox relief be extended permanently to help compel mode shift and support society's most challenged maintain mobility options.**

Mayor Pat Nagy

Maintain Transit Funding in State Budget

- Last year, the legislature enacted SB 125, which provides \$5.1 billion to MPOs for transit operations and capital purposes.
- These one-time funds are critical to maintaining service for disadvantaged communities, seniors, school children, and the physically challenged.
- If these funds are reduced, our region will be severely impacted. REFERENCE YOUR SYSTEMS.
- **ASK that the legislature support the Governor's proposal to keep the SB 125 funds intact.**

4. Passenger Rail (Verboon, Gonzalez, Chiesa)

Supervisor Verboon

Extend Cap and Trade Program

- We are responsive to the state's goals of encouraging mode and improving air quality.
- Rail investments are a critical mitigation strategy for the San Joaquin Valley to reduce greenhouse gas emissions and provide multi-modal options.
- Helping to build out ACE to the Sacramento Airport and the Valley Link system to connect the Bay Area to the San Joaquin Valley will ease congestion and tremendously improve air quality.
- Reference importance of transit center in Kings County.
- **ASK: The Cap-and-Trade Program expires in 2030. We would appreciate your support in extending the program to continue providing resources for transit operations and bus and rail capital.**

Supervisor Leticia Gonzalez

Redistribute Existing Cap and Trade Program Funds

- Despite the existing General fund deficit, there are ways to augment funding for passenger rail.
- The Cap-and-Trade Program continuously appropriates 60% of its funding for high-speed rail, public transportation, and housing.
- The remaining 40% of the program is subject to the legislature's annual discretion.
- **ASK: One opportunity is to use the 40 percent of Cap and Trade that is subject to legislative discretion to augment transit capital and operations.**

Supervisor Vito Chiesa

Support Passenger Rail Funding Opportunities

- Rail investments are a critical mitigation strategy for the San Joaquin Valley to reduce greenhouse gas emissions and provide multi-modal options.
- Helping to build out ACE to the Sacramento Airport and the Valley Link system to connect the Bay Area to the San Joaquin Valley will ease congestion and tremendously improve air quality.
- The Valley Link rail project is an example of a transformative zero-emission, megaregional mobility investment into the state's passenger rail system to connect over 105,000 Bay Area

workers commuting daily from their affordable homes in the Northern San Joaquin Valley to higher-paying jobs in the Bay Area.

- The 42-mile system from Dublin to Lathrop system will run off hydrogen produced on a 200-acre facility in Tracy that will also fuel commercial trucks and transit buses.
- Valley Link also brings new transit riders to the existing Bay Area transit systems, such as BART and Caltrain, and removes thousands of single occupancy vehicles from the highly congested and freight significant I-580 corridor.
- **ASK for supporting ACE and Valley Link applications for the Transit Capital and Intercity Rail Program that will be awarded in July.**

Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program

As reported through September 30, 2023

SAN JOAQUIN VALLEY APCD

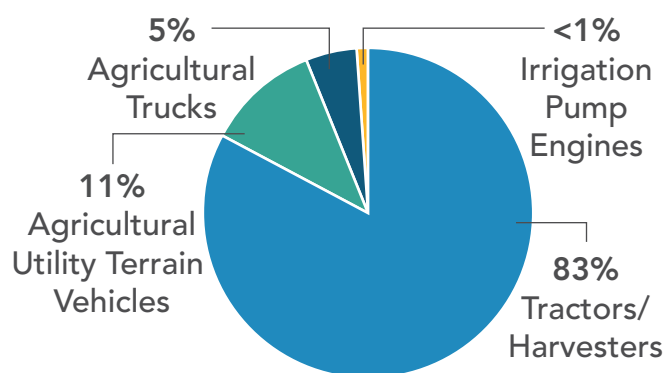


\$366.2 million
in implemented projects

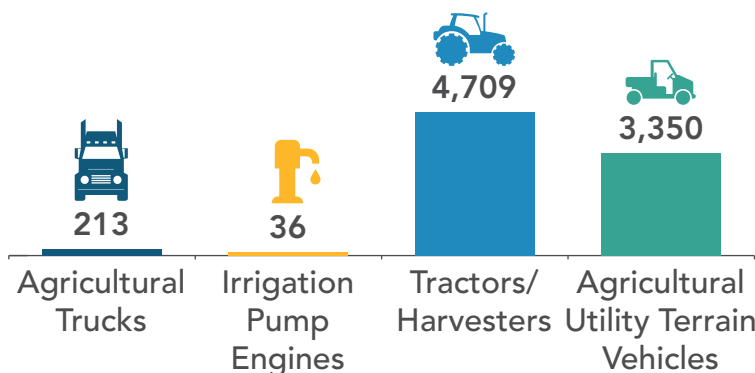


8,308
number of projects

Dollars Invested by Project Type



Implemented Projects



Emissions Reduced

Greenhouse Gases (GHG)

↓ **334,000 MTCO₂e***

Fine Particulate Matter (PM_{2.5})

↓ **2,700,000 lbs**

Nitrogen Oxides (NO_x)

↓ **45,620,000 lbs**

* Metric tons of carbon dioxide equivalent

Year	Total (\$)**
2017-2018	\$108,000,000
2018-2019	\$104,300,000
2019-2020	\$43,840,000
2021-2022	\$168,430,000
2022-2023	\$118,800,000
2023-2024	\$59,400,000

FARMER Appropriation

Since 2017, the California Legislature has appropriated \$760 million statewide – with 56% of the funds benefiting disadvantaged and low-income communities. This signifies the state's commitment to reduce agricultural sector emissions by providing grants to replace high-emitting agricultural equipment with cleaner equipment. The table to the left shows the San Joaquin Valley APCD's allocation by fiscal year.

** Rounded values; includes project funding and project implementation costs.

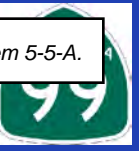
The FARMER Program is funded in part by California Climate Investments, a statewide program that puts billions of Cap-and-Trade dollars to work reducing GHG emissions, strengthening the economy, and improving public health and the environment – particularly in disadvantaged communities. For more information, visit the California Climate Investments website at: caclimateinvestments.ca.gov.

arb.ca.gov/farmer

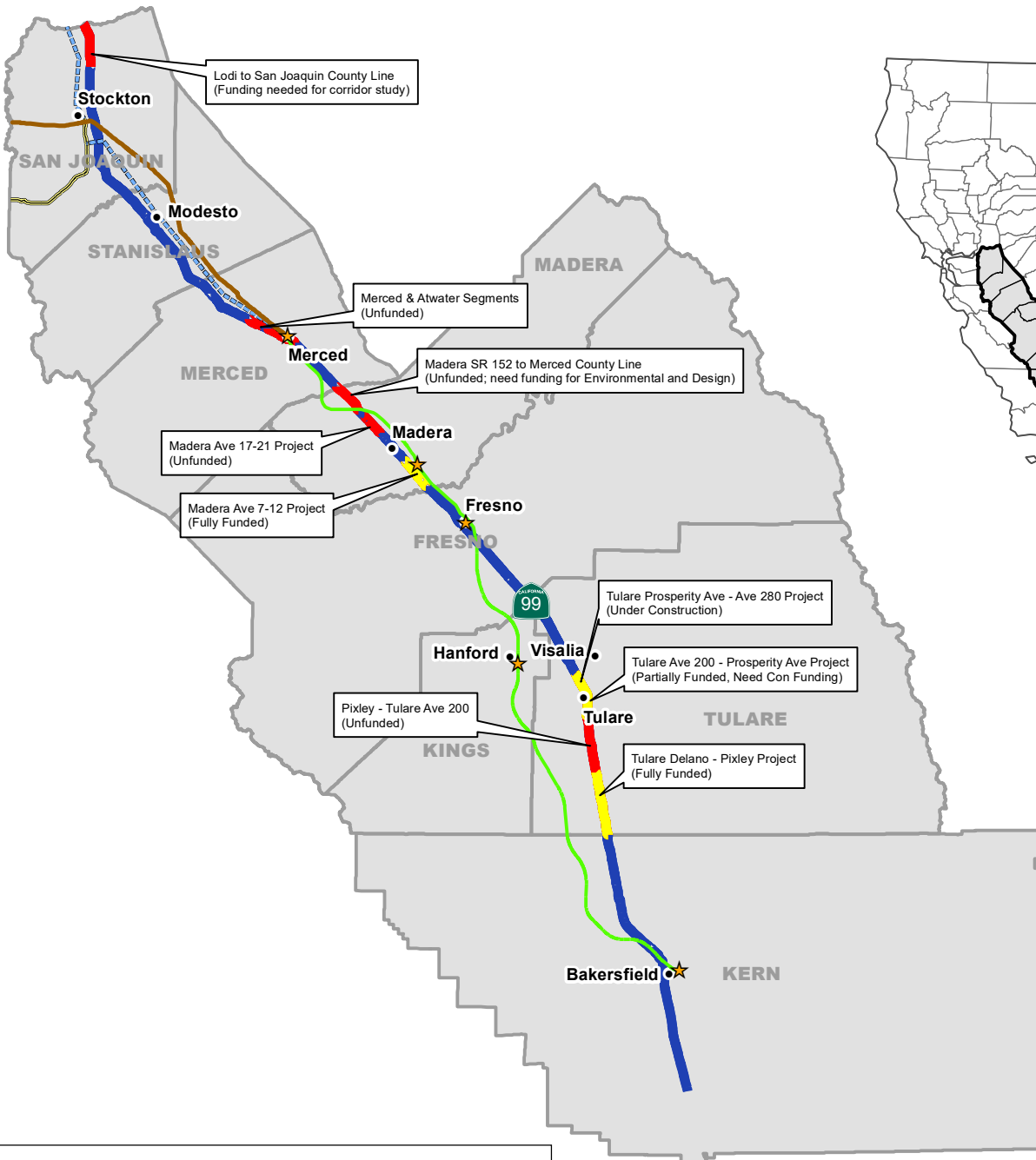
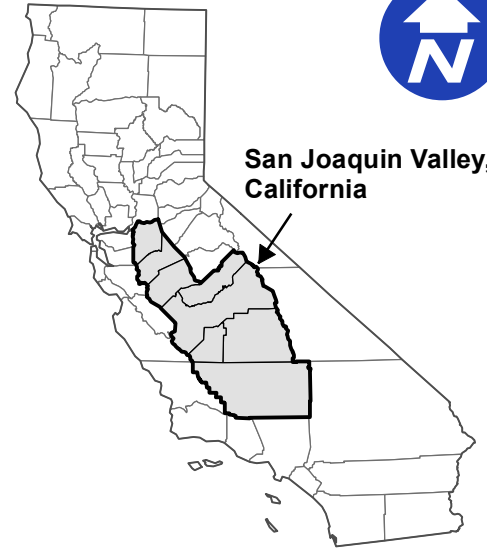
San Joaquin Valley, California

State Route 99 and Passenger Rail

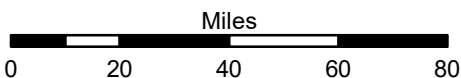
Item 5-5-A.



San Joaquin Valley,
California



- SR 99 Partially or Fully Funded/Under Construction - 26.1 mi
- SR 99 Incomplete (4 Lanes) - 49.5 mi
- SR 99 Complete (6 Lanes or more) - 198.4 mi
- High Speed Rail (HSR) - 171 mi (Merced to Bakersfield)
- HSR Station
- Altamont Corridor Express (ACE)
- San Joaquins
- Valley Rail Expansion



Sources: Esri, USGS, NOAA



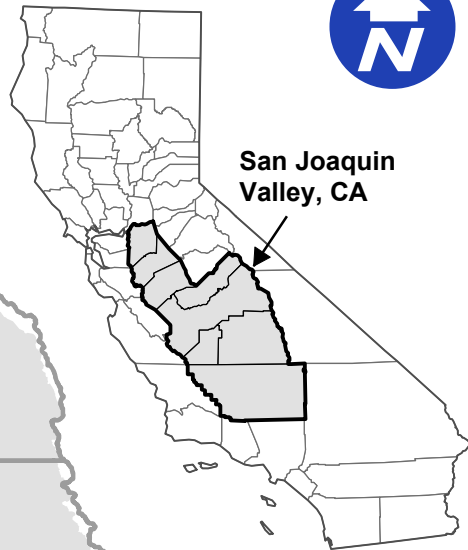
274 Total Miles
(San Joaquin County line to south
of Bakersfield I-5 merge)

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

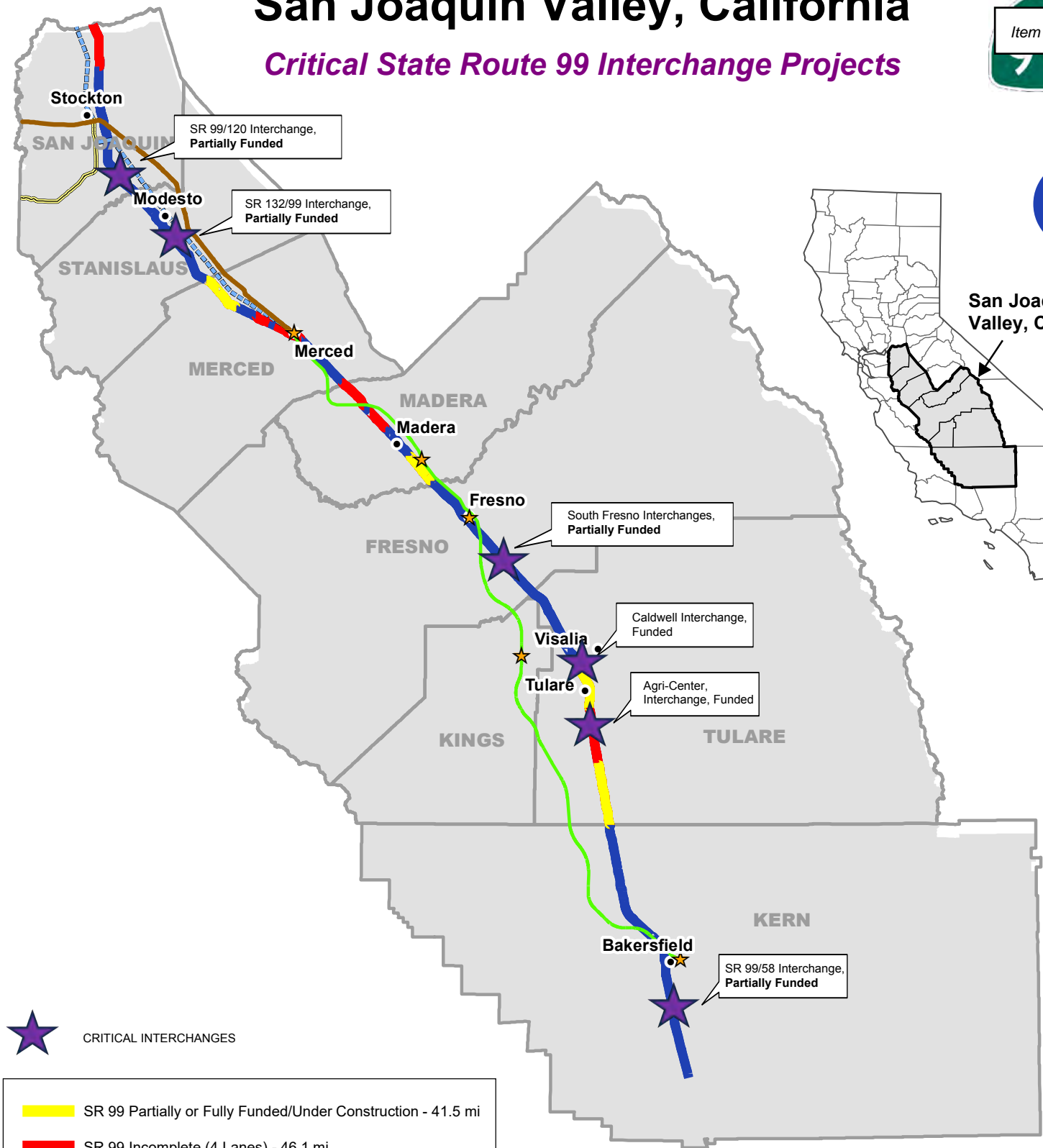
13 – Number of Bottlenecks

San Joaquin Valley, California

Critical State Route 99 Interchange Projects

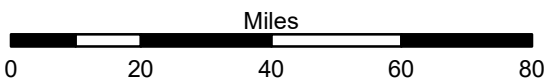


San Joaquin Valley, CA



CRITICAL INTERCHANGES

- SR 99 Partially or Fully Funded/Under Construction - 41.5 mi
- SR 99 Incomplete (4 Lanes) - 46.1 mi
- SR 99 Complete (6 lanes or more) - 186.4 mi
- High Speed Rail (HSR) - 171 mi (Merced to Bakersfield)
- HSR Station
- Altamont Corridor Express (ACE)
- San Joaquins
- Valley Rail Expansion



Sources: Esri, USGS, NOAA



San Joaquin Valley Assembly Districts



Carlos Villapudua
13th District



Heath Flora
9th District



Jim Patterson
8th District



Juan Alanis
22nd District



Esmeralda Soria
27th District



Devon Mathis
33rd District



Dr. Jasmeet Bains
35th District



Dr. Joaquin Arambula
31st District



Vince Fong
32nd District



Tom Lackey
34th District

SAN JOAQUIN

STANISLAUS

MERCED

MADERA

FRESNO

KINGS

TULARE

KERN

NEVADA



San Joaquin Valley State Senate Districts



Susan Talamantes Eggman
5th District



Marie Alvarado-Gil
4th District

NEVADA



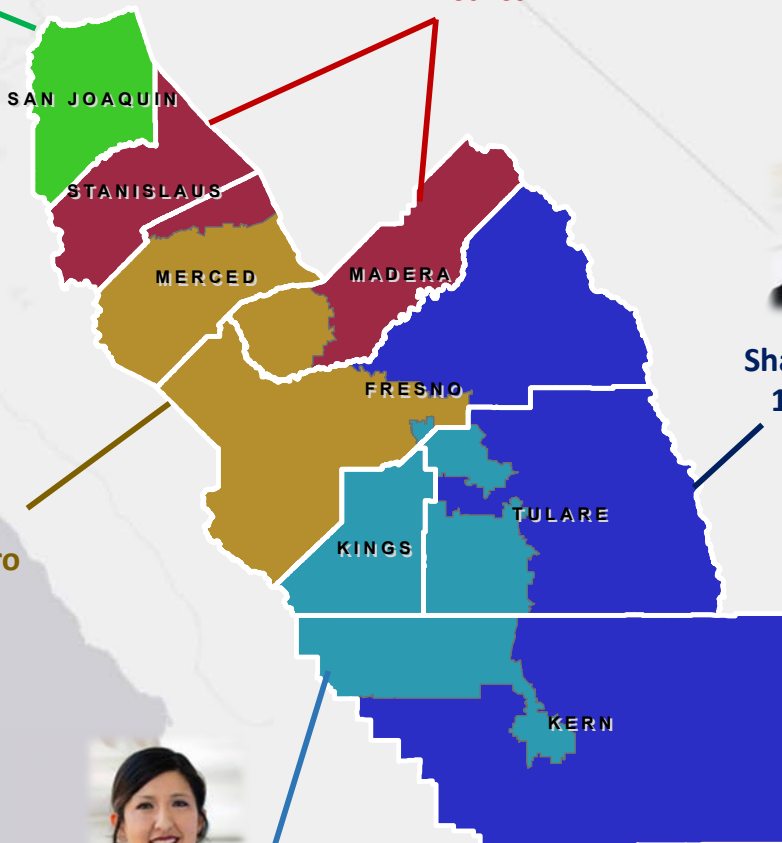
Anna Caballero
14th District



Shannon Grove
12th District



Melissa Hurtado
16th District





STAFF REPORT
Board Meeting of March 20, 2024

AGENDA ITEM: 5-B

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

State Legislative Update

Enclosure: Yes

Action: Oppose AB 2535 (Bonta) and AB 3005 (Wallis), as currently written

SUMMARY:

Gus Khouri, Khouri Consulting, prepared the enclosed memorandum regarding the proposed FY 2024-25 State Budget. State Legislative Update Memorandum. The memorandum includes the following:

- Governor's Proposed FY 2024-25 State Budget Impacts on Housing
- New Senate President pro Tempore: Senator Mike McGuire (D-Marin)
- New California Transportation Commissioner: Robert Tiffany, former San Benito County Supervisor and previously owned the fourth oldest Ford dealership in the country
- Bills of Interest: Oppose AB 2535 (Bonta) – Trade Corridor Enhancement Program and AB 3005 (Wallis) – Motor Vehicle Fuel Tax Law: adjustment suspension
- Sacramento Valley Voice Recap

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



March 15, 2024

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

RE: STATE LEGISLATIVE UPDATE – MARCH 2024

General Outlook

The 2024 Calendar states that August 31 will be the final day of the 2023-24 Legislative Session. The legislature is currently going through its budget subcommittee process to take public comment on the Governor's proposed FY 24-25 State Budget. Items will remain open without action until the May Revise is released on or by May 14. The State Budget must be enacted by the legislature on June 15 and signed by the Governor by June 30. Governor Newsom will have until September 30 to sign or veto legislation.

Governor's Proposed FY 2024-25 State Budget Impacts on Housing

Governor Newsom proposes Regional Early Action Planning Grants 2.0 (REAP 2.0)—A reversion of \$300 million in General Fund resources for REAP 2.0. This flexible program accelerates progress toward our state housing goals and climate commitments through a strengthened partnership between the state, its regions, and local entities. Goals include:

- Accelerating infill housing development
- Reducing Vehicle Miles Traveled (VMT)
- Increasing housing supply at all affordability levels
- Affirmatively furthering fair housing
- Facilitating the implementation of adopted regional and local plans

REAP 2.0 is administered by the California Department of Housing and Community Development (HCD) in collaboration with the Governor's Office of Planning and Research (OPR), the Strategic Growth Council (SGC), and the California Air Resources Board (CARB). Through this program, approximately \$510 million flows directly to Metropolitan Planning Organizations (MPOs); \$30 million is set aside for eligible entities in smaller counties in non-MPO regions and for tribal entities; and \$30 million is set aside for the Higher Impact Transformative allocation for all eligible entities (i.e., city, county, transit agency, tribal entity, etc.).

If enacted, the governor's proposed \$300 million reduction to the program represents a 50% cut and jeopardizes projects in Madera County.

New Senate President pro Tempore

On February 5, Senator Mike McGuire (D-Marin) was sworn in as the 52nd President pro Tempore of the California State Senate. He succeeds Toni Atkins (D-San Diego), who served as pro Temp since 2018 but will be termed out of office this year. She intends to run for Governor in 2026 when Governor Newsom is termed out. McGuire will be termed out in 2026.

New California Transportation Commissioner

On February 1, Assembly Speaker Rivas appointed Robert Tiffany, former San Benito County Supervisor, to the California Transportation Commission. Mr. Tiffany succeeds Joseph Lyou, Executive Director for the Coalition for Clean Air, previously appointed by former Speaker Anthony Rendon. It is the first time a member from the California coast has been selected. He previously owned the fourth oldest Ford dealership in the country and understands the necessity of investing in all modes. The CTC consists of 11 members, including nine gubernatorial appointees, and one each by the Senate President pro Tempore (Clarissa Falcon of San Diego) and the Assembly Speaker. Mr. Tiffany will attend his first Commission meeting in San Jose on March 21-22.

Bills of Interest

AB 2535 (Bonta) would require 50% of all Trade Corridor Enhancement Program (TCEP) funds to be dedicated to zero-emission vehicle infrastructure. It also prohibits funding for capacity projects or general-purpose lanes. Per statute, the TCEP is currently intended to improve congestion and reduce goods movement congestion on the state highway system. It is a supplemental program to the Solutions for Congested Corridors Program and the competitive portion of the Local Partnership Program for those purposes. **An opposing position is recommended on this bill since it would limit opportunities to complete work on State Route 99.**

AB 3005 (Wallis) would suspend the inflationary adjustment to the gas tax, resulting in diminished revenue for the State Transportation Improvement Program (flexible funding for county priorities), State Highway Operations and Protection Program (highway maintenance), and local streets and roads. In 2017, SB 1 was approved to provide an inflationary adjustment to the gas tax, which had not seen an increase since 1994. The lack of an adjustment resulted in less purchasing power to keep up with the demand of addressing the state highway system and multi-modal capital needs. **An oppose position is recommended on this bill since it would reduce funds for local streets and roads, highway maintenance, and county priorities.**

SB 768 (Caballero) would require the State Air Resources Board (ARB) to study how vehicle miles traveled (VMT) is used to measure impact on transportation projects. This bill could impact project planning, state competitive grant guidelines, and funding decisions based on understanding how vehicle miles traveled are applied. VMT has been used as a metric by ARB for approving sustainable communities' strategies, which is necessary to qualify to receive funding. A support position is recommended on this bill since it could provide more detailed information on the project scoring for various state programs.

SB 960 (Wiener) would require Caltrans to use State Highway Operations and Protection programs funds to address complete street assets and develop transit priority projects, which are defined as a roadway design, operations, and enforcement action, treatment, or project that help transit buses and other transit vehicles avoid traffic congestion, reduce signal delays, and move more predictably and reliably, on state and local highways. Caltrans must establish 4-year and 10-year targets for the fast and reliable movement of transit vehicles on state highways. A watch position is recommended on this bill until more detail is obtained to assess constraints placed on the SHOPP to address traditional highway maintenance.

Valley Voice

On March 13 and 14, MCTC joined a 28-member San Joaquin Valley Regional Policy Council delegation, representing all eight Valley MPOs from San Joaquin to Kern, to discuss regional priorities. Priorities included completing work on the state highway system to address safety and goods movement, extending the Cap-and-Trade program to allow for continued multimodal investments into transit and passenger rail, restoring funding to purchase zero-emission agricultural equipment, and protecting funding in the State budget to deliver affordable housing options for valley residents. The day included meetings with Valley legislators and staff from the offices of Assemblymembers Bains, Soria, Villapudua, Senators Alvarado-Gil and Hurtado, and the California Transportation Commission.

MCTC Bill Matrix – March 2024

Measure	Status	Bill Summary	Recommended Position
AB 6 (Friedman) Transportation Planning: regional transportation plans: Solutions for Congested Corridors	6/14/23 Senate Transportation Two-year bill	As amended on March 16, this bill would require the State Air Resources Board (ARB) to establish additional greenhouse gas emission targets for automobiles and light trucks. The bill adds a 60-day timeline before the public participation process for a Metropolitan Planning Organization (MPO) to submit its technical methodology to ARB to determine greenhouse gas emissions reductions. An MPO must submit its sustainable communities strategy to ARB within 120 days of adoption, and ARB would be provided with 180 days, rather than 60, to review a sustainable communities strategy. This bill would require each Solutions for Congested Corridors project nomination to demonstrate how the project would contribute to achieving the state's greenhouse gas emission reduction targets.	Watch
AB 7 (Friedman) Transportation: project selection processes	9/11/23 Senate Floor Two-year bill	As amended on September 1, this bill would require the California State Transportation Agency (CalSTA), the Department of Transportation (Caltrans), and the California Transportation Commission (CTC) to incorporate principles outlined in the Climate Action Plan for Transportation Infrastructure (CAPTI), the federal Infrastructure Investment and Jobs Act of 2021 (IIJA), and the federal Justice40 initiative into their existing program funding guidelines and processes.	Watch
AB 817 (Pacheco) Open meetings: teleconferencing: subsidiary body	1/25/24 Senate Rules	This bill allows, until January 1, 2026, a subsidiary body of a local agency to teleconference without meeting all of the teleconferencing requirements of the Ralph M. Brown Act (Brown Act). A subsidiary body is defined as a commission, committee, board, or other body of a local agency, whether permanent or temporary, decision-making or advisory, created by charter, ordinance, resolution, or formal action of a legislative body that does not take final action on behalf of a local entity.	SUPPORT

MCTC Bill Matrix – March 2024

Measure	Status	Bill Summary	Recommended Position
AB 2266 (Petrie-Norris) California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project	2/26/24 Assembly Transportation	This bill would require the ARB to authorize a voucher issued under the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project to be used for the acquisition of any zero-emission vehicle that meets specified requirements.	Watch
AB 2290 (Friedman) Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program	2/26/24 Assembly Transportation	This bill would prohibit the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a residential street with a posted speed limit of 20 miles per hour or less. A Class III bikeway is defined as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. This bill would establish the Bikeway Quick-Build Project Pilot Program to expedite development and implementation of bikeways on the state highway system.	Watch
AB 2401 (Ting) Clean Cars 4 All Program	2/26/24 Assembly Transportation	This bill would require the Clean Cars 4 All Program to ensure that incentives provided under the program are available in all areas of the state and that, in those areas where a local air district has not elected to manage the distribution of incentives, the ARB manages the distribution of incentives to eligible residents of those areas.	SUPPORT
AB 2535 (Bonta) Trade Corridor Enhancement Program	3/4/24 Assembly Transportation	This bill would require the CTC to ensure that at least 50% of the funds allocated under the Trade Corridor Enhancement Program in any fiscal year are allocated to investments in zero-emission freight infrastructure. The bill would prohibit funding any capacity projects or general purposes lanes on the state highway system.	OPPOSE

MCTC Bill Matrix – March 2024

Measure	Status	Bill Summary	Recommended Position
AB 2583 (Berman) School Zones and Routes	3/11/24 Assembly Transportation	This bill would establish a default speed limit of 15 miles per hour in school zones during the hours before the school day begins and after the school day ends.	Watch
AB 2796 (Alvarez) Equitable Access to Zero-Emissions Vehicles Fund	3/11/24 Assembly Transportation	This bill would require the ARB to establish the Equitable Access to Zero-Emission Vehicles Fund to offer rebates for the purchase of zero-emission vehicles.	Watch
AB 3005 (Wallis) Motor Vehicle Fuel Tax Law: adjustment suspension	3/11/24 Assembly Transportation	This bill would suspend the annual inflationary adjustment of gas tax revenues, which would create a deficit of funding for the State Transportation improvement Program, State Highway Operations and Protection Program, and local streets and roads.	OPPOSE
SB 768 (Caballero) CEQA: ARB: vehicle miles traveled: study	1/29/24 Assembly Rules	As amended on January 11, 2024, this bill would require the ARB to coordinate with relevant agencies, including Regional Transportation Planning Agencies (RTPAs), to conduct a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to the California Environmental Quality Act (CEQA).	SUPPORT
SB 947 (Seyarto) Caltrans: state highway projects: agreements with public entities: project design changes	2/14/24 Senate Transportation	This bill would require Caltrans, in an agreement with a city, county, or other public entity for the contribution of funds for the acquisition, construction, or improvement of any portion of state highway, to include a provision that makes Caltrans responsible for any additional costs associated with a new project design adopted by Caltrans after the project is included in the state transportation improvement program or the state highway operation and protection program.	Watch

MCTC Bill Matrix – March 2024

Measure	Status	Bill Summary	Recommended Position
SB 960 (Wiener) Transportation: planning: transit priority projects: multimodal	2/14/24 Senate Transportation	This bill would require the Caltrans asset management plan for the state highway operation and protection program (SHOPP) to prioritize the implementation of comfortable, convenient, and connected facilities for pedestrians, bicyclists, and transit users on all projects in the program. The bill would repeal the requirement for the CTC to adopt targets and performance measures and instead require the CTC to adopt 4-year and 10-year objective targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit facilities on the state highway system. The bill would require Caltrans plain language performance report to include a description of pedestrian, bicycle, and transit facilities on each project. The bill would require Caltrans, in consultation with the CTC, to update the asset management plan and use it to guide the selection of transit priority projects for the SHOPP.	Watch
SB 961 (Wiener) Vehicles: safety equipment	2/14/24 Senate Transportation	This bill would require certain vehicles, commencing with the 2027 model year, to be equipped with an intelligent speed limiter that would limit the speed of the vehicle to 10 miles per hour over the speed limit. The bill would exempt emergency vehicles from this requirement and would authorize the California Highway Patrol to authorize the disabling of the system on other vehicles.	Watch
SB 1387 (Newman) California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project	2/29/24 Senate Rules	Spot bill related to the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project.	Watch



STAFF REPORT
Board Meeting of March 20, 2024

AGENDA ITEM: 7-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – February 21, 2024

Enclosure: Yes

Action: Approve February 21, 2024, Meeting Minutes

SUMMARY:

Attached are the Executive Minutes for the February 21, 2024, Policy Board Meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

EXECUTIVE MINUTES

Date: February 21, 2024

Time: 3:00 pm

Location: Madera County Transportation Commission
In person and Zoom

Members Present: Commissioner Waseem Ahmed
Commissioner Leticia Gonzalez
Commissioner Jose Rodriguez
Commissioner David Rogers
Commissioner Robert Poythress

Members Absent: Commissioner Cecelia Gallegos

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
Natalia Austin, Senior Regional Planner
Samantha Saldivar, Accounting Technician



1. CALL TO ORDER by Chair Gonzalez

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 Chair of their desire to address the Board when that agenda item is called.

Chair Gonzalez opened the floor for public comment. No public comment was received.

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. Upcoming Federal Funding Opportunities

Action: Information and Discussion Only

4-B. Low or No Emission Grant Program and Bus & Bus Facilities Program

Action: Information and Discussion Only

4-C. Active Transportation Infrastructure Investment Program (ATIIP)

Action: Information and Discussion Only

4-D. Initiate FY 2024-25 Unmet Transit Needs Process

Action: Information and Discussion Only

4-E. Social Services Transportation Advisory Council (SSTAC) Meetings Update

Action: Information and Discussion Only

4-F. 2023 Traffic Monitoring Program Report

Action: Accept the 2023 Traffic Monitoring Program Report



- 4-G. Madera County Transportation Commission (MCTC) Title VI Program with Limited English Proficiency Plan Update
Action: Adopt Title VI Program with Limited English Proficiency Plan Update, Resolution 24-01
- 4-H. Performance Measure 1: Safety Target Acceptance
Action: Adopt the Statewide Targets for all Five Safety Performance Measures for 2024
- 4-I. 2024 San Joaquin Valley Regional Policy Council State Legislative Platform
Action: Information and Discussion Only
- 4-J. 2024 San Joaquin Valley Blueprint Awards Call for Nominations
Action: Information and Discussion Only
- 4-K. San Joaquin Valley Blueprint Awards Nomination – MCTC to nominate Patricia Taylor, Executive Director for Darrel Hildebrand Blueprint Leadership Award
Action: Direct staff to prepare nomination package and letter of support to nominate Patricia Taylor for the Darrel Hildebrand Blueprint Leadership Award
- 4-L. North Lathrop Transfer Station Project - Letter of Support for Valley Rail 2024 RAISE Application
Action: Information and Discussion Only
- 4-M. Letter of Support - UCSF & Adventist Health purchase of Madera Community Hospital (MCH)
Action: Information and Discussion Only

Transportation Consent Calendar Action on Items 4A-4M

Upon motion by Commissioner Poythress seconded by Commissioner Ahmed, to approve the Transportation Consent Items 4A-4M. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Absent
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Absent

Vote passed 4-0

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

At this time Commissioner Rogers joined the meeting.

- 5-A. Road Charge Technical Advisory Committee and the State and Local Transportation System Needs Assessment
Action: Information and Discussion Only



5-B. Nomination for the California Partnership for the San Joaquin Valley

Action: Rank a list of three nominees to be submitted to the Partnership Executive Committee for consideration for appointment to the California Partnership for the San Joaquin Valley

Transportation Action/Discussion Item 5B

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Absent
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes

Vote passed 5-0

Upon motion by Commissioner Rodriguez to submit the following four nominees for consideration: Supervisor Gonzalez, Supervisor Wamhoff, Council Member Mejia, and Council Member Montes, seconded by Commissioner Rogers, to approve the Transportation Action/Discussion Item 5B. A vote was called, and the motion carried.

5-C. California Association of Council of Governments (CALCOG) Regional Leadership Forum – Recap

Action: Information and Discussion Only

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

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

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Absent
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes

Vote passed 5-0



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 – January 17, 2024

Action: Approve January 17, 2024, Meeting Minutes

7-B. Transportation Development Act (LTF, STA) – Allocation, Resolution 23-09 Amendment No. 4 and Resolution 23-10 Amendment No. 3

Action: Approve Resolution 23-09 Amendment No. 4 and Resolution 23-10 Amendment No. 3

7-C. Transportation Development Act (TDA): Local Transportation Fund (LTF), State Transit Assistance (STA), and State of Good Repair (SGR) FY 2024-25 Estimates

Action: Information and Discussion Only

7-D. Launch of *The Commission Vision*, MCTC's Quarterly Electronic Newsletter

Action: Information and Discussion Only

7-E. On-call Consultant – HR and Personnel Services

Action: Approve to add CPS HR Consulting to the list of On-call Consultants

7-F. Revised Accounting & Financial Policies and Procedures Manual

Action: Approve Revised Accounting & Financial Manual

Administrative Consent Action on Items 7A-7F

Upon motion by Commissioner Rogers, seconded by Commissioner Poythress, to approve the Administrative Consent Items 7A-7F. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Absent
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes

Vote passed 5-0

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

Administrative Action/Discussion on Item A



8-A. FY 2024-25 Draft Overall Work Program & Budget

Action: Authorize circulation of the Draft 2024-25 Overall Work Program and Budget for agency review

Upon motion by Commissioner Rogers, seconded by Commissioner Poythress, to approve the circulation of the Draft 2024-25 Overall Work Program and Budget for agency review. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Absent
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes

Vote passed 5-0

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the 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. Madera County Transportation Authority (MCTA) Fiscal Year 2022-23 Audit Report

Action: Accept MCTA Fiscal Year 2022-23 Audit Report

9-B. Measure T Citizens' Oversight Committee Annual Report

Action: Accept the Measure T Citizens' Oversight Committee Annual Report

9-C. HdL Newsletter - 3rd Quarter 2023

Action: Information and Discussion Only

Administrative Consent Calendar Action on Items 9A-9C

Upon motion by Commissioner Poythress, seconded by Commissioner Rogers, to approve the Administrative Consent Items 9A-9C. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Absent



Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes

Vote passed 5-0

10. AUTHORITY – ACTION/DISCUSSION ITEMS

10-A. Measure T Renewal Update

Action: Information and Discussion Only. Direction may be provided

Chair Gonzalez opened the floor for public comment. The following public comments were received:

Dan Metz, resident of Madera County, Representing Sierra Citizens and Madera Oversight Coalition, recommended to defer to a special election in 2025 for the Measure T renewal. Mr. Metz submitted a letter to the board for public record. The letter outlined recommendations for the Measure T renewal effort.

Victoria Ortiz, resident of Fairmead and member of the Fairmead Resident Committee, would like to see Measure T benefits to the disadvantaged communities of Fairmead and La Vina.

Andrea Uribe, Leadership Counsel for Justice and Accountability, recommends delaying Measure T renewal from November 2024 ballot until the next election season.

No further comment was presented. Public comment was closed.

At this time Commissioner Poythress left the meeting.

OTHER ITEMS

11. MISCELLANEOUS

11-A. Items from Staff

Patricia Taylor, Executive Director, provided the following comment:

- Launch of *The Commission Vision*, MCTC's Quarterly Electronic Newsletter. Director Taylor recognized and thanked Natalia Austin and staff for their work creating the newsletter.

At this time Commissioner Rodriguez left the meeting.

11-B. Items from Caltrans

- Michael Navarro, Caltrans District 06, Deputy Director, provided a brief update on the following: Strategic Plan update, Clean California Community Days coinciding



with Earth Day, Clean California SR 99 block wall art unveiling, Madera County application for Safe Routes to School, South Madera 6 lane 7-12 segment project update, Madera 17-21 project update, Madera 145 CAPM project update, Madera Ranchos Rehabilitation project update, Cottonwood Creek project update, and Chowchilla Rehabilitation project update.

11-C. Items from Commissioners

None

12. CLOSED SESSION

NONE

13. ADJOURNMENT

Meeting adjourned at 4:45 pm.

Next meeting scheduled for Wednesday, March 20, 2024

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "PST", is written over a light blue horizontal line.

Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of March 20, 2024

AGENDA ITEM: 7-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

FY 2023-24 Overall Work Program & Budget (OWP) – Amendment No. 5

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 5

SUMMARY:

Included in your package is Amendment No. 5 of the FY 2023-24 Overall Work Program & Budget. The revised Budget is \$2,799,614 (increase of \$44,000 from previously amended budget). The amendment reflects changes due to the following:

- Additional \$40,000 to Admin Consulting Services for already approved on-call HR and Personnel Services;
- Adjustments based upon actual expenditures;
- Creation of new SB-1 project, WE 106 – Sustainable Communities Strategy Update, and,
- Adjustments in the assigned work hours in work elements.

The amendment is recognized in the following accounts:

Revenues – (Increase \$44,000)

- TDA Carryover – Increase \$43,171
- Member Assessment Fees – Increase \$8,460
- MCTA – Decrease \$7,631

Salaries & Benefits – (No change)

Indirect Costs – (Increase of \$38,000)

- Admin Consulting Services – Increase \$40,000
- Bldg/Equip Maint & Repairs – Decrease \$1,000
- Office Supplies – Increase \$2,000
- Telephone/Phone/Website – Decrease \$3,000

- Travel Expenses – Increase \$1,000
- Valley Coordination – Decrease \$1,000

Other Direct Costs – (Increase \$6,000)

- Consultant (Lobbying) – Increase \$8,000
- Triennial Performance Audit – Decrease \$2,000

Changes were made to all Work Elements except WEs 102, 102.1, and 104.

FISCAL IMPACT:

Increase of \$44,000 to the previously amended 2023-24 Overall Work Program and Budget.



OVERALL WORK PROGRAM Fiscal Year 2023-2024

Adopted April 19, 2023
Amendment No. 1 July 19, 2023
Amendment No. 2 September 20, 2023
Amendment No. 3 October 25, 2023
Amendment No. 4 November 29, 2023
Amendment No. 5 March 20, 2024

Madera County Transportation Commission
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Madera County Transportation Commission
Overall Work Program Fiscal Year 2023-24

Item 7-7-B.

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Introduction

Overview

The Madera County Transportation Commission (MCTC) is the Regional Transportation Planning Agency (RTPA), Metropolitan Planning Organization (MPO), and the Local Transportation Commission for Madera County designated pursuant to Title 3, Division 3, Chapter 2, Article II, and Section 29532 of the California Government Code. MCTC is responsible for the development and adoption of the Regional Transportation Plan and Transportation Improvement Program required by State law (California Government Code Sections 65080 et al.) and has entered several Memoranda of Understanding (MOU) with the California Department of Transportation (Caltrans) for delivery of these projects. The current MOU reflects Federal requirements per Federal transportation legislation. The Madera metropolitan boundary area shall cover the entire County of Madera. **MCTC's role is to foster intergovernmental coordination; undertake comprehensive regional planning with an emphasis on transportation issues; provide a forum for citizen input into the planning process; and to provide technical services to its member agencies.** In all these activities MCTC works to develop a consensus among its members with regards to multi-jurisdictional transportation issues.

Description

Madera County is located in California's San Joaquin Central Valley. Encompassing 2,147 square miles, the County is situated in the geographic center of the State of California along State Route (SR) 99, approximately 18 miles north of Fresno. The County has an average altitude of 265 feet ranging from 180 to 13,000 feet above sea level. The San Joaquin River forms the south and west boundaries with Fresno County. To the north, the Chowchilla River forms a portion of the boundary with Merced County. Mariposa County forms the remainder of the northern boundary.

The crest of the Sierra Nevada Mountains forms the eastern boundary with Mono County. Generally, the County can be divided into three broad geographic regions in the valley area on the west; the foothills between Madera Canal and the 3,500-foot elevation contour; and the mountains from the 3,500-foot contour to the crest of the Sierra Nevada Mountains.

The valley area is generally flat and ranges in elevation from 180 to 1,000 feet. This area contains approximately two-thirds of the County's population and includes the cities of Chowchilla and Madera, as well as the unincorporated communities of Fairmead, Madera Ranchos and Bonadelle Ranchos. A well-developed agricultural economic base characterizes this area.

The foothill area contains the remaining one-third of the County population residing in the unincorporated communities of Oakhurst, Ahwahnee, North Fork, Coarsegold, Raymond and Yosemite Lakes Park. The agricultural base in this area is primarily grazing. Much of the area's employment base is involved in the tourist-related services with a

significant commuter component going to Fresno, Madera and other valley employment and service centers.

Organizational Chart

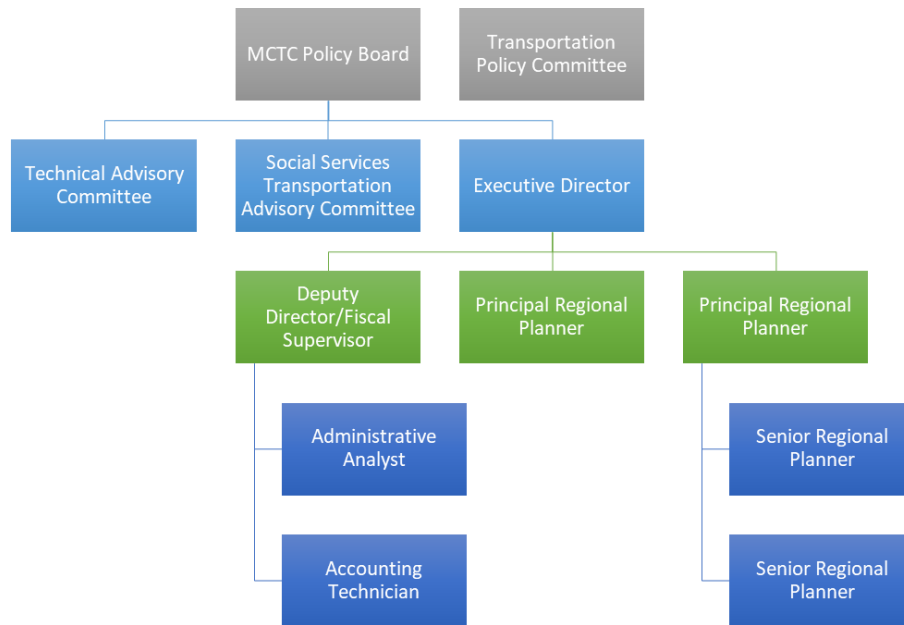
MCTC is organized into a Policy Board supported by the Transportation Policy Committee and the Technical Advisory Committee. MCTC staff includes an Executive Director; a Deputy Director/Fiscal Supervisor; two Principal Regional Planners; two Senior Regional Planners; an Administrative Analyst; and an Accounting Technician. There is currently one standing committee - the Social Services Transportation Advisory Council (SSTAC) which reports through the Technical Advisory Committee. The relationship between the Board, its staff, and the committees is illustrated in [Figure 1](#) and discussed in more detail below.

The MCTC Board of Directors is comprised of three (3) members from the Madera County Board of Supervisors; two (2) members from the Madera City Council; and one (1) member from the Chowchilla City Council. The members shall be appointed by the member agencies. Each member agency designates at least one alternate who shall be an elected member of the designated agency.

The Transportation Policy Committee (TPC) has the same membership as the Board with the addition of one (1) person representing the Caltrans District 6 Director. This committee reviews transportation plans and programs prior to action by MCTC, with particular attention to compliance with applicable State and Federal planning and programming requirements.

The Technical Advisory Committee (TAC) includes the County of Madera, City of Madera, City of Chowchilla, Tribal Governments, and one representative from Caltrans District 6. The North Fork Rancheria of Mono Indians of California and the Picayune Rancheria of Chukchansi Indians of California, and other tribal governments are also invited to participate in the monthly TAC meetings. The TAC reviews staff work conducted pursuant to this Overall Work Program; advises MCTC and PAC on transportation issues; and makes recommendations on planning and programming actions to be taken by MCTC. TAC review is generally focused upon the technical merits of various transportation issues coming before MCTC. Staff consults with tribal governments as it relates to transportation planning issues and initiates consultation with the tribal governments at the government-to-government level.

Figure 1



MCTC Organizational Chart

The Social Services Transportation Advisory Council (SSTAC) serves as a citizen advisory committee to MCTC regarding matters related to public transportation needs of Madera County residents. The SSTAC generally has one meeting each quarter. The first meeting is held in March prior to the “unmet transit needs” hearing. This initial meeting is used to familiarize the members with their role as advisors to MCTC and to select Council officers. The second meeting is scheduled following the “unmet transit needs” hearing to provide the Council with an opportunity to consider commentary presented at the hearing. The Council works with staff to develop recommendations for MCTC towards finding that public transportation needs that are reasonable to meet are being met.

Cooperative Agreements

To accomplish its objectives and responsibilities relative to maintaining maintenance of a continuing, cooperative, and comprehensive transportation planning program, MCTC has established working relationships with many State, regional, and local agencies. These agreements set the framework for a planning process that ultimately results in delivering transportation projects that conform to local, State, and Federal priorities for a safe, efficient, and environmentally sensitive transportation system.

Caltrans/Madera County Transportation Commission MOU – Comprehensive Transportation Planning

This is the Memorandum of Understanding (MOU) between MCTC and Caltrans. It recognizes MCTC's status as the Regional Transportation Planning Agency and Metropolitan Planning Organization for Madera County; identifies the major responsibilities for development and adoption of the Regional Transportation Plan and Transportation Improvement Program; establishes public participation requirements; establishes responsibility for development of the Overall Work Program and agency budget; identifies State funding available to MCTC for maintenance of the planning program; and establishes accounting and auditing procedures. This MOU was first adopted in September 1973 and was most recently updated in February 2017. The MOU is designed to reflect MCTC's planning responsibilities required pursuant to Federal transportation legislation and the Federal Clean Air Act Amendments of 1990. It also addresses State requirements related to implementation of Senate Bills 45 and 375.

San Joaquin Valley Transportation Planning Agencies, Caltrans, San Joaquin Valley Air Pollution Control District, Altamont Corridor Express/San Joaquin Joint Powers Authority MOU

The eight counties of the San Joaquin Valley encompass 27,280 square miles and are home to approximately 4 million residents. While large in size, the valley is not a heavily urbanized area like Los Angeles or the Bay Area but consists of a variety of urbanized centers with a great deal of rural territory in between. These urbanized centers have unique commute shed characteristics which can best be served by localized planning, while the broader regional issues can be more than adequately coordinated through the existing MOU's that are in place.

The eight San Joaquin Valley transportation planning agencies have executed a Memorandum of Understanding in response to requirements for a coordinated, comprehensive regional planning process contained in Federal transportation legislation. Specifically, this MOU provides for the close coordination of planning activities where interregional issues are involved. Areas currently being coordinated are the Regional Transportation Plan, the Transportation Improvement Program, air quality conformity process, transportation control measures, and transportation modeling. The MOU establishes a strong working relationship between the eight existing transportation planning agencies and satisfies Federal transportation legislation requirements to have a cooperative agreement between agencies located within the nonattainment area boundaries. The San Joaquin Valley Air Basin is designated as a nonattainment area for 8-hour ozone and particulate matter under 2.5 microns in diameter (PM_{2.5}) and has a maintenance plan for particulate matter under 10 microns in diameter (PM₁₀). The MOU also formed the Regional Policy Council, which is comprised of two elected officials from each of the eight San Joaquin Valley Counties. Later, the San Joaquin Valley Air Pollution Control District (in 2009) and the Altamont Corridor Express (ACE)/San Joaquin Joint Powers Authority (SJJPPA) (in 2021) also became members of the Regional Policy Council. The purpose of the Policy Council is to develop a process and framework for establishing formal San Joaquin Valley positions on issues where valley wide consensus exists.

Madera County Transportation Commission and Member Agency Working Agreements

MCTC has agreements with the City of Madera, the City of Chowchilla, and the County of Madera regarding the coordination of ongoing transit planning and programming of Federal funds that support the ongoing and future deployment of transit services.

MCTC has an agreement with Madera County for provision of the Auditor/Controller and an agreement with the Madera County Transportation Authority to provide administrative and planning services to that agency.

Madera County Transportation Commission, Kings County Association of Governments, Tulare County Association of Governments, Fresno Council of Governments, Santa Barbara County Association of Governments, Association of Monterey Bay Area Governments, Napa County Transportation & Planning Agency, Ventura County Transportation Commission, and Sacramento Area Council of Governments CalVans Joint Powers Agreement

MCTC has entered into the California Vanpool Authority (CalVans) JPA with eight other RTPAs and MPOs to create, fund, operate and otherwise manage public transportation projects and programs aimed at providing qualified agricultural workers with safe affordable vehicles they could use to drive themselves and others to work. CalVans operates as a Public Transit Agency.

Madera County Transportation Commission, Kings County Association of Governments, Tulare County Association of Governments, Fresno Council of Governments, Kern Council of Governments, Merced County Association of Governments, San Joaquin Council of Governments, and Stanislaus Council of Governments MOU - San Joaquin Valley 511

MCTC has entered into an agreement with seven other San Joaquin Valley transportation planning agencies to provide traveler information via way of telephone and internet access. Caltrans District 6 turned over the existing SJV 511 website and associated hardware running the website to the members of the MOU.

Madera County Transportation Commission, Alameda County, Contra Costa Transportation Authority, Fresno Council of Governments, Kings County Association of Governments, Merced County Association of Governments, Sacramento Regional Transit, San Joaquin Regional Rail Commission, Stanislaus Council of Governments and Tulare County Association of Governments MOU – San Joaquin Joint Powers Authority

MCTC has entered into an agreement with ten other Regional Planning Agencies to protect the existing San Joaquin Rail Service and to promote its improvement. The "Intercity Passenger Rail Act of 2012" (AB 1779), was passed by the Legislature on August 30, 2012, and signed by Governor Brown on September 29, 2012. AB 1779 reauthorizes regional government agencies' ability to form the San Joaquin Joint Powers Authority (SJJPA) 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 SJJPA Board by an MCTC Commissioner backed by an additional MCTC Commissioner as an Alternate.

Policy Making Process

Policy decisions are made by the Commission Board of Directors and are documented through formal resolution or minute order of MCTC. MCTC has six (6) members. A quorum is constituted when four (4) members are present at the meeting and a majority of the quorum is required for an action to be formally passed. Generally, MCTC seeks to develop consensus positions on issues brought forward for action.

MCTC is supported by the Technical Advisory Committee (TAC) which reviews all items to be brought before MCTC. The TAC generally meets at least five to seven working days prior to normally scheduled MCTC meetings. This provides adequate opportunity for key member agency staff to become familiar with issues, develop staff positions, and to brief their Board members on pending decisions. MCTC staff has a draft MCTC agenda and relevant supporting documentation available to the TAC and the final agenda and package are not sent out until after the TAC meeting.

Coordination Statement

MCTC is required to maintain a coordinated planning program. This coordination is accomplished at the local level through involvement of member agency staff in the plan development process and through participation on the Technical Advisory Committee.

There is a high level of interregional coordination required to respond to Federal transportation and air quality planning requirements. This coordination includes periodic meetings and workshops for policy board members and consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments within the eight-county valley area. There is staff coordination which includes **attendance at monthly valley Council of Government (COG) director's meetings, formal staff working groups involved in preparation of the Regional Transportation Plans and Programs, traffic modeling, air quality modeling and conformity, Intelligent Transportation System (ITS), geographic information system development, congestion management, and other issues of valley-wide concern.**

The valley transportation planning agencies have also developed an Overall Work Program which identifies areas of coordination and cooperation between the agencies as well as staff commitments to these activities.

Native American Tribal Government Requirements For Transportation Planning And Programming

Introduction

The U.S. DOT defines consultation as when: “one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken.” Some areas of consultation could include transportation, land use, employment, economic development, housing, community development and environmental issues.

Requirement to Consult

Consultation with Resource Agencies

23 CFR part 450 requires that the MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

Native American Tribal Government Consultation and Coordination

23 CFR part 450.316(c) requires that when the MPO includes Tribal lands, the MPO shall appropriately involve the tribal government(s) in the development of the Metropolitan Transportation Plan and Federal Transportation Improvement Program.

Executive Order 13175, Consultation and Coordination with Indian Tribal Governments (November 6, 2000) establishes regular and meaningful consultation and collaboration with tribal officials in the development of Federal policies with tribal implications. The goals of this order are to strengthen government to government relationships with Indian tribes and to reduce the imposition of unfunded mandates upon local tribes.

Federally Recognized Tribes

A contact list of California Native American Tribes that are both federally and non-federally recognized is maintained by the Native American Heritage Commission. The North Fork Rancheria and Picayune Rancheria Chukchansi Indians Tribes are Federally Recognized Tribes in Madera County. Although consultation is not mandated for non-federally recognized tribes, this does not preclude the Madera County Transportation Commission (MCTC) from consulting with local non- federally recognized tribes when plans or activities might impact cultural values or the community.

Federal recognition is a legal distinction that applies to a tribe's right to a government-to-government relationship with the federal government and eligibility for federal programs.

All California Native American Tribes are distinct and independent governmental entities with specific cultural beliefs and traditions and unique connections to areas of California that are their ancestral homelands.

Federal and State law require local agencies to consult with federally recognized tribal governments prior to making transportation decisions, taking actions or implementing programs that may impact their communities. This activity is separate from, and precedes, the public participation process. Protocol should be flexible and dynamic with respect to initiation of communication and discussion format. More than one tribe may have an affiliation with the area of consideration. Individual consultation may be necessary if a combined consultation format is not preferred by the tribal government. Determining the degree and adequacy of consultation will vary depending on several factors including the scope of proposed activities, whether the activity is short-term or long-term, the cultural or political sensitivity of the issue at hand, and the number of potential stakeholders.

The MCTC intends to continue consulting with Native American Tribal Governments on activities that may impact their communities.

Consultation

The Executive Director or his/her designee is the designated MCTC official with principal responsibility for MCTC's implementation of consultation requirements for tribal governments and Federal Land Management Agencies. MCTC has adopted a Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments. At the appropriate time in the planning phase, contact shall be initiated directly with the tribal chairpersons to inquire as to protocols in place, such as cultural resource contacts, procedures, time limits and restrictions affecting communication. Development of mutually agreed-upon protocols may result in more effective consultation efforts with Federal Land Management Agencies and individual tribes.

Consultation is a process, not a single event, and communication should continue until the project or plan is complete. Consultation requests should include a clear statement of purpose, explaining the reason for the request and declaring the importance of participation in the planning process. The request should specify the location of the area of potential effect addressed in the proposal. All aspects of the consultation process should be documented, including how the lead agency reaches a final decision.

Planning Documents

Planning studies, Transportation Improvement Programs (FTIP, RTIP), Regional Transportation Plan (RTP), Active Transportation Plan (ATP) and Overall Work Program (OWP)

Consult with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments in preparation of planning studies and programs affecting the agency and tribe:

- Initiate consultation by letter or email from the executive director or his/her designee to the agency and tribal chairperson or tribal representative.
- Offer to meet to discuss the agency and tribal needs and concerns regarding impacts within their jurisdiction during the preparation of documents. If the agency, tribal chairperson and/or their representatives elect not to meet, send a copy of the draft report for their review.
- Consult with agency and tribal governments while developing the RTP, addressing agency and tribal concerns regarding impacts within their jurisdiction and again prior to adoption of the RTP.
- Invite representatives of the agency and tribe to public meetings.

Transit studies, unmet transit needs hearing, transit needs assessment

Consult with the tribal governments on transit needs in their area:

- Initiate consultation and invitation to the unmet transit needs hearing by letter from the executive director or his/her designee to tribal chairperson or tribal representative.
- **Offer to meet to discuss the tribe's transit needs and concerns.**
- Outreach to members of the tribe through local newspapers, Native American newsletters, or trust lands meeting places.

Grant Programs: Federal Transit Administration Transit Grant Programs, etc.

Coordinate with the tribal governments to provide information and technical assistance on grant programs administered by the MCTC or other agencies:

- Initiate consultation by letter from the executive director or his/her designee to the tribal chairperson or tribal representative.
- Provide notice of each grant and its application deadlines.
- Invite representatives of the tribe to training or public meetings regarding the grants. Coordinate between the tribe and MCTC member agencies.
- Consult with and consider the interests of the tribal government.

State Funded Grants: Senate Bill 1, Active Transportation Program, Affordable Housing and Sustainable Communities Program

- Initiate consultation by letter from the executive director or his/her designee to the tribal chairperson or tribal representative.
- Provide notice of each grant and its application deadlines.
- Invite representatives of the tribe to training or public meetings regarding the grants.
- Coordinate between the tribe and MCTC member agencies.
- Consult with and consider the interests of tribal governments.

Tribal Transportation Program (TTP) – Highway Trust Fund Planning and Programming

Coordinate amongst planners and engineers in local agencies and tribes:

- **Offer to meet to discuss the tribe's needs and concerns when contacted by tribal**

representatives.

- Provide assistance in TTP planning.
- Coordinate with federal entities as requested by the tribe.

Citizen Participation

MCTC provides opportunity for citizen participation through the public hearing process. Staff developed a Public Participation Plan (last updated the plan in 2020), per Federal requirements, documenting the MCTC's procedure to allow for public input to provide for coordination, consultation, and collaboration (including tribal governments) in the development of MCTC's plans and programs. MCTC has an assigned staff person to serve as a Tribal Liaison.

MCTC also holds public workshops and other stakeholder group meetings as necessary and required to allow the public to participate throughout the transportation planning process. The annual Unmet Transit Needs Public Hearing is publicized in the local media and flyers are distributed throughout the community in both Spanish and English. Transportation services and Spanish language translation for the Unmet Transit Needs Public Hearing is also provided by MCTC. Those unable to attend are encouraged to submit their comments in writing via email or post. In addition, the Social Services Transportation Advisory Council (SSTAC) provides an excellent forum for discussion of issues of concern to recipients of public transportation services.

New Federal legislation has placed an increased emphasis upon effective community involvement. MCTC continues its efforts to explore ways to reach a broader public to provide information, develop public awareness, and provide for an enhanced level of public involvement in MCTC's decision making process.

The MCTC website provides the general public the opportunity to access meeting agendas and minutes, review planning documents, and submit comments.

Equal Opportunity Statement/Disadvantaged Business Enterprise

The Madera County Transportation Commission is an Equal Opportunity employer. It is the policy of MCTC to select the best-qualified person for each position in the organization based on merit. MCTC prohibits unlawful discrimination against an applicant or employee based on race, creed, color, religion, sex, sexual orientation or status, marital status, gender identity (including perception of gender), national origin, ancestry, age, physical or mental disability or military/veteran status. MCTC prohibits discrimination based upon medical conditions including genetic characteristics, or any other consideration made unlawful by federal, state, or local laws. MCTC further prohibits unlawful discrimination based upon the perception that anyone has any of the characteristics described above or is associated with a person who has or is perceived as having any of those characteristics. This policy applies to all employment practices and personnel actions. It is the policy of MCTC to seek out, hire, develop, and promote qualified members of protected groups (defined above) to reflect the citizens of the communities it serves.

The Madera County Transportation Commission has established a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. MCTC has received Federal financial assistance

from the Department of Transportation, and as a condition of receiving this assistance, MCTC has signed an assurance that it will comply with 49 CFR Part 26.

Transportation Planning Process

Transportation planning is a continuous process driven by the need to provide a safe and efficient system of transportation facilities and services to the public. There are several significant forces which influence the delivery of transportation projects and services, and the process must be sufficiently open to allow for fair hearing of the various positions of the client population. There is an array of Federal and State laws, procedures, and guidelines which control transportation planning which effectively establishes the framework that MCTC is expected to operate within. The process as described here is simplified to identify the major components or products which largely define the activities of MCTC.

Overall Work Program

The Overall Work Program (OWP) is the controlling document for MCTC work activities. It documents past accomplishments, identifies all scheduled work for the coming program year, and establishes a detailed budget required to deliver the annual program. The OWP is organized to provide a broad discussion of MCTC, its organization, and significant transportation issues. This is followed by the detailed work elements which identify broad projects, specific tasks and products related to each project, and a specific budget for each project. Staffing levels, consultant services, and capital acquisitions are explicitly identified in each work element.

The OWP is a primary means of communication between staff, the MCTC Board, and State and Federal funding agencies. Through the OWP, MCTC is aware of all staff activities, major projects, and significant milestones. The OWP also serves as a grant application to State and Federal agencies for State planning and research funds, and various Federal transit planning programs.

Regional Transportation Plan

The Regional Transportation Plan (RTP) is the primary planning product of MCTC. The RTP is developed and adopted on a quadrennial basis pursuant to Federal requirements. The Madera County 2022 RTP was developed in accordance with Federal MPO Planning Final Rule: FHWA CFR Parts 450 and 500; FTA CFR Part 613 and was adopted on August 31, 2022, by the MCTC Policy Board. The RTP is organized to present a comprehensive set of transportation goals, policies, and objectives for Madera County. It then presents a discussion of the current conditions and an action plan for transportation improvements. This is organized generally by modal elements such as streets and highways, public transportation, rail, aviation, bicycle, and pedestrian, as well as specific issues such as transportation demand management, transportation control measures, and Blueprint planning. The final section evaluates fiscal resources available for plan implementation. The plan is required to look at least twenty years into the future and is also required to be financially constrained. This means that only projects which have a reasonable

expectation of being funded in the twenty-year time frame are to be shown in the RTP.

The RTP is supported by several special plans and studies generally related to specific modes such as the Active Transportation Plan, Regional Bikeways Facilities Plan, and the Short Range Transit Development Plan. Projects such as these are generally done outside of the RTP. Findings and recommendations from the special studies and in particular construction projects must be incorporated into the RTP before they may be advanced for programming and construction.

The 2022 RTP incorporated a Sustainable Communities Strategy (SCS) in compliance with the greenhouse gas reduction requirements of SB 375. The SCS element of the RTP demonstrates the integration of land use, transportation strategies, and transportation investments within the RTP. This requirement was put in place by the passage of California Senate Bill 375, with the goal of ensuring that the MCTC region can meet its regional greenhouse gas reduction targets set by the California Air Resources Board (ARB).

Air Quality Conformity Requirements

The Federal Clean Air Act Amendments of 1990 require that projects included in the RTP are subject to a finding of conformity with the applicable air quality plans for the San Joaquin Valley. Under Federal law no federally funded project or project requiring Federal approval can be advanced unless it comes from an air quality conforming RTP. Madera County is located in the San Joaquin Valley Air Basin and is currently a non-attainment area for 8-Hour Ozone and PM-2.5.

Federal Transportation Improvement Program (FTIP)

The Federal Transportation Improvement Program (FTIP) is the vehicle by which transportation projects are advanced for funding. The FTIP is developed pursuant to State and Federal guidelines and is required to be consistent with current estimates of State and Federal funding available to governmental entities within Madera County. The FTIP is intended to be a short-range programming document and generally shows projects **within the four year or quadrennial element. Additional years or "out years" project listings** are included when the information is available. The 2023 FTIP was adopted on August 31, 2022, receiving Federal approval in December 2022. The preparation of the 2025 FTIP began in Winter 2023 and is scheduled for adoption in Summer 2024. Federal approval is anticipated in December 2024.

Projects to be included in the FTIP are derived from recommendations contained in the Regional Transportation Improvement Program (RTIP) and RTP. Additionally, CMAQ, CRP FTA projects, and regionally significant projects advanced by local agencies are also programmed in the FTIP. Street and highway capital improvement projects are derived from the CTC approved projects contained in the State Transportation Improvement Program.

Due to its location within the San Joaquin Valley Air Basin, Madera County is subject to a requirement to make air quality conformity findings on the Regional Transportation Plan

and the Transportation Improvement Program pursuant to Federal requirements identified in both the Clean Air Act Amendments of 1990, and Federal transportation legislation. Under the provision of the Clean Air Act of 1990, Madera County, as part of the greater San Joaquin Valley Air Basin has been designated as an “Extreme” nonattainment area for 8-Hour Ozone, nonattainment for PM 2.5 and has a maintenance plan for PM-10. Transportation projects cannot advance to construction without first coming from air quality conformed plans and programs. Establishing and maintaining air quality conformity is expected to present significant challenges for San Joaquin Valley over the coming years.

The 2022 RTP, 2023 FTIP, and related Air Quality Conformity Analysis were adopted on August 31, 2022. MCTC will continue implementing important projects that include the advancement of highway, bike, pedestrian, and transit projects as part of the 2023 FTIP, until mid-December 2024.

The FTIP is developed pursuant to State and Federal guidelines and is required to be consistent with current estimates of State and Federal funding available to governmental entities within Madera County. The FTIP is intended to be a short-range programming document and generally shows projects within the four year or quadrennial element. Additional years or “out years” project listings are included when the information is available. The 2023 FTIP was adopted in August 2022, receiving Federal approval in December 2022. The 2025 FTIP is scheduled for adoption in Summer 2024.

Other Technical Activities

Existing Conditions of Travel, Transportation Facilities, and Systems Management
MCTC maintains a program to monitor travel on regionally significant roads within Madera County. An annual product of this program is a report presenting summary travel information on monitored roadways. This report is used by local traffic engineers in analysis and development of projects. One use for data collection is maintenance and calibration of the Madera County Travel Demand Model.

Projections for Economic, Demographic and Land Use Activities for Transportation Planning

MCTC relies on economic, demographic, and land use projections from its member agencies as the basis for transportation planning activities. MCTC staff works with agency staffs to assure that projections are consistent. Agency land use plans are particularly important in this regard since these provide the basis of future traffic patterns and characteristics. Madera County's General Plan was last updated in 1995. The City of Madera adopted an updated General Plan in 2009. The City of Chowchilla adopted an updated General Plan in 2016.

As a support to its local agencies, MCTC provides travel demand forecasts for local development proposals, which in part, enable the local agency to quantify the impacts of development on the transportation infrastructure. The technical assistance provided by MCTC with respect to traffic forecasting enhances the ability of its member agencies to make informed decisions regarding population growth and economic development.

Analysis of Future Transportation Need and Alternative Transportation Improvements

MCTC has developed a countywide travel demand model. This model enhances the ability of local agencies and MCTC staff to project and analyze future traffic conditions. The model is critically important in satisfying demands for air quality analysis for valley wide air planning studies and for plan, program, and project conformity requirements.

Refinement of the Regional Transportation Plan through Special Studies

MCTC undertakes special transportation studies as required and in response to specific needs. Madera County participated in the Intelligent Transportation System (ITS) study along with other Regional Transportation Planning Agencies. This effort was supervised by the San Joaquin COG and included participation by the Caltrans Research and Innovation Program. The Development of ITS Strategic Plans are prepared in partnership efforts to fully consider regional needs and constraints in tailoring ITS applications to best serve the public. Staff will consult the Federal Highways Administration prior to beginning Systems Engineering Analysis and Design to determine if FHWA approval of the Systems Engineering Analysis is required. ITS projects will be noted in the Federal Transportation Improvement Program that implements the ITS Plan per the Planning activities documentation. ITS projects are defined as: 1) multi-modal, 2) multi-jurisdictional, or 3) having significant regional impact. MCTC participated in the development of the San Joaquin Valley Intelligent Transportation System Strategic Deployment Plan and includes the plan as an appendix to long range planning documents.

MCTC participated in Phase III of the San Joaquin Valley Goods Movement study which was a cooperative project between Caltrans Districts 6, 10 and the Valley's eight Metropolitan Planning Organizations to develop a Truck Travel Demand Model for the San Joaquin Valley.

Also, MCTC and agency staffs have participated in regular meetings with Fresno County agencies regarding transportation projects of mutual interest like rail consolidation and the San Joaquin River Crossing Study.

The San Joaquin Valley Regional Blueprint facilitates the continued integration of land use and transportation planning that will build upon the foundation set by the Growth Response Study. A development blueprint for Madera County was established utilizing a comprehensive scenario planning tool and extensive stakeholder and public outreach. The Madera County Preferred Scenario was incorporated into the greater San Joaquin Valley Regional Blueprint that was subsequently adopted by the regional Policy Council. The SJV Regional Blueprint will provide products to support long-range land-use and transportation planning for the eight valley counties in the region as an extension of the efforts of the San Joaquin Valley Partnership.

Comprehensive Planning Process

Planning Area

Madera County is located in the geographic center of California. The county extends from the Sierra Nevada crest on its eastern boundary to the San Joaquin River on its southern and western boundaries. It is served by three major interregional routes: State Route 99 is the primary travel corridor through the San Joaquin Valley; State Route 41 provides the primary south access to Yosemite National Park and the Sierra National Forest recreation area; and State Route 152 provides a major east-west corridor to the Santa Clara Valley and San Francisco regions. There is no Interstate facility within Madera County. The County is also served by two national rail carriers - Union Pacific and Burlington Northern & Santa Fe, with Amtrak service available on the Burlington Northern & Santa Fe line. [Figure 2](#) provides a geographical overview of Madera County highlighting the regional street and highway network and other important transportation features.

Madera County is characterized as rural with an estimated population of 158,148 in 2023. In 2023, the California Department of Finance (DOF) estimated that 65,540 people reside in the City of Madera (41%); 18,844 in the City of Chowchilla (12%); and 73,764 in the unincorporated area (47%). Since 2000, when Madera County's total population was 123,109 there has been an approximate 29% increase in population. Much of this growth occurred in the incorporated areas of the county. According to the 2020 Census, 106,722 persons, or 68% of the county population falls under the category of racial minority. [Figure 3](#) displays a population density map of the County. [Figure 4](#) displays *CalEnviroscreen Disadvantaged Communities in Madera County*.

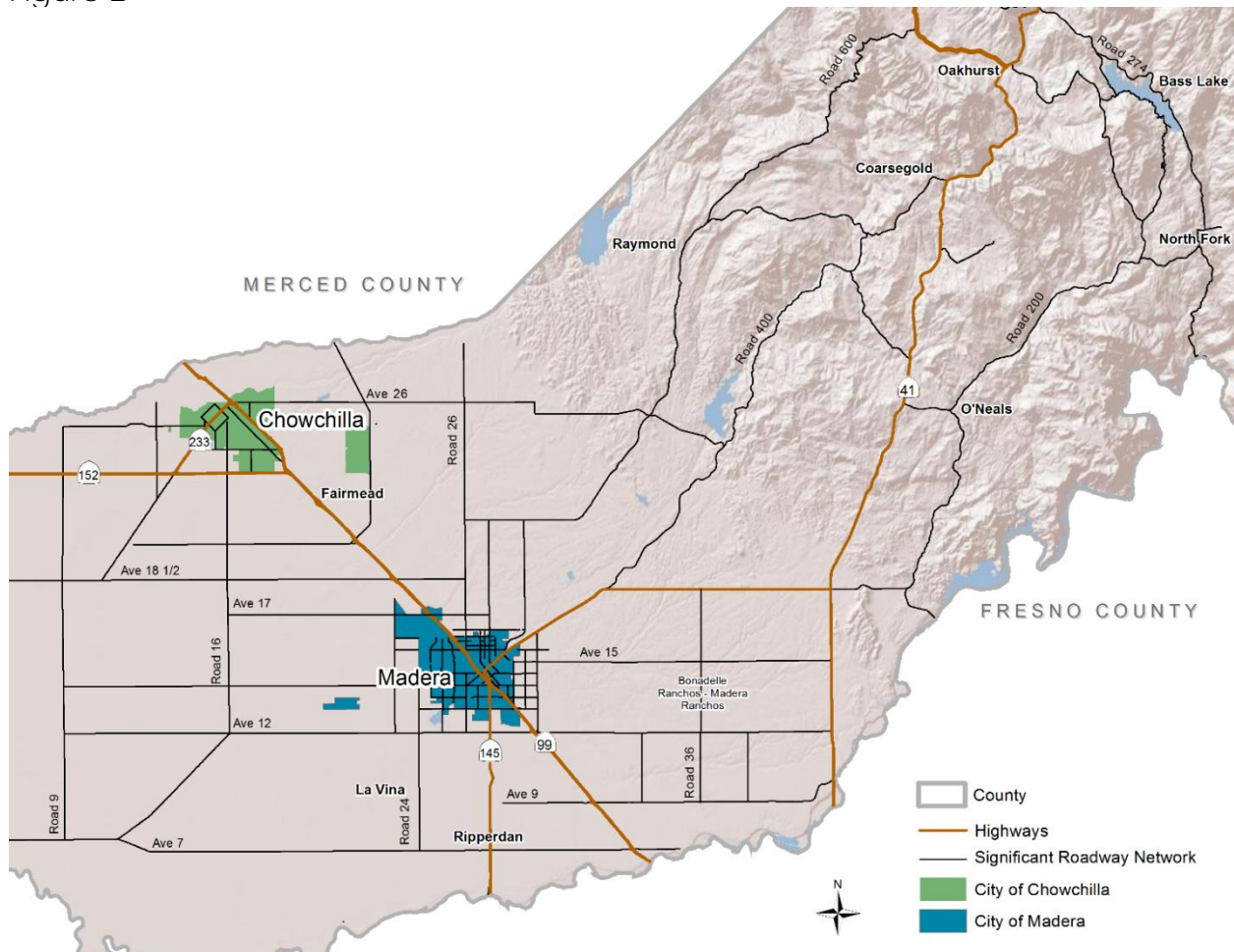
The county is divided into four planning areas -- the Madera urbanized area, the Chowchilla urban area, the Madera Ranchos/State Route 41 area, and the foothill/mountain communities' area. Madera and Chowchilla are incorporated cities. Significant rural communities are found in Oakhurst/Ahwahnee/Bass Lake, Coarsegold/Yosemite Lakes Park, North Fork, Bonadelle Ranchos-Madera Ranchos, and Fairmead.

Employment is based on agriculture and forestry (30.6%), services (19.6%), government (18.9%), wholesale and retail trade (14.4%), manufacturing (8.5%), and construction and mining (3.9%). There is a relatively high regional unemployment rate at 6.0% (2022 EDD) which reflects a need for development of more employment opportunities within the county. Over the last ten years, service industries, construction, and retail trade have shown the fastest growth rates. Madera County has more workers than jobs. In 2010, an estimated 12,000 county residents were commuting to jobs outside the county, primarily to Fresno County.

Madera County's significant regional characteristics define its goals and priorities as it relates to transportation planning. Madera County is primarily an agriculture county. Commercial, Industrial, and Tourism activities are important employment generators for

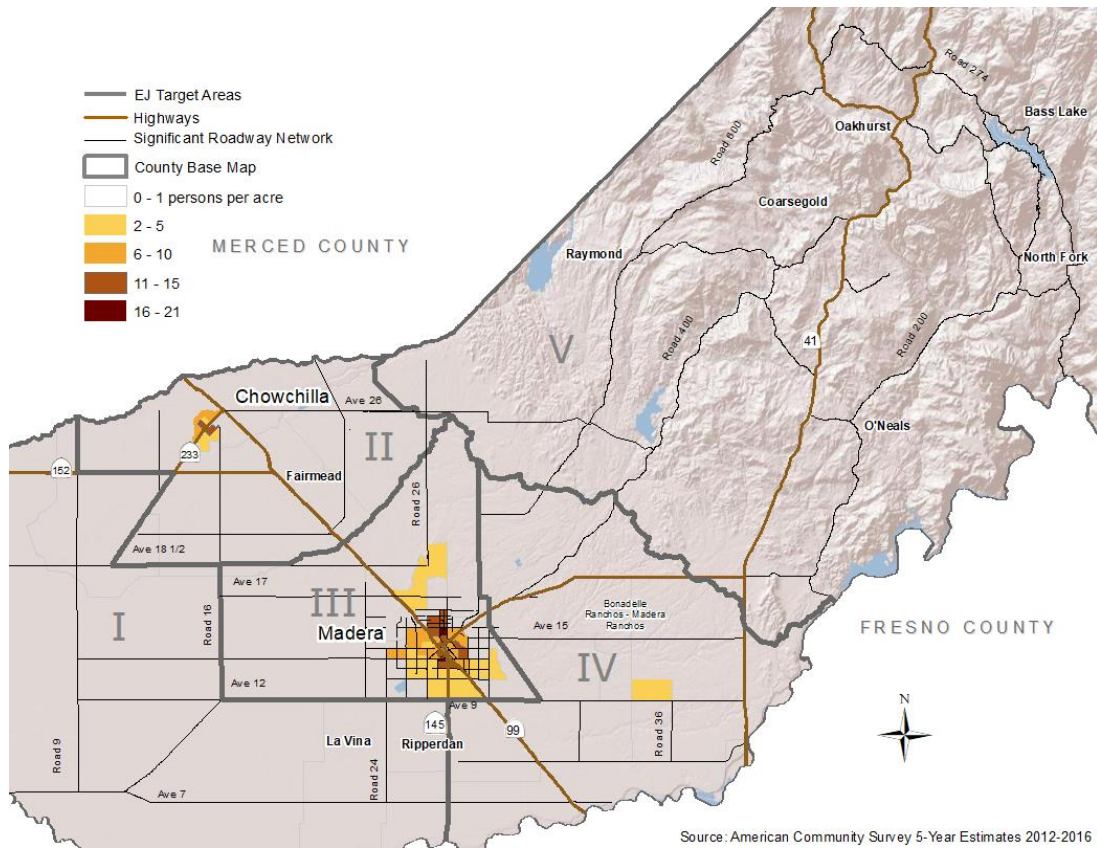
the county. It is important that the County provides a good overall transportation system to sustain these activities. It is essential that a comprehensive and a well-conceived plan for providing transportation system services is developed through the participation of local, state, tribal, and federal agencies.

Figure 2



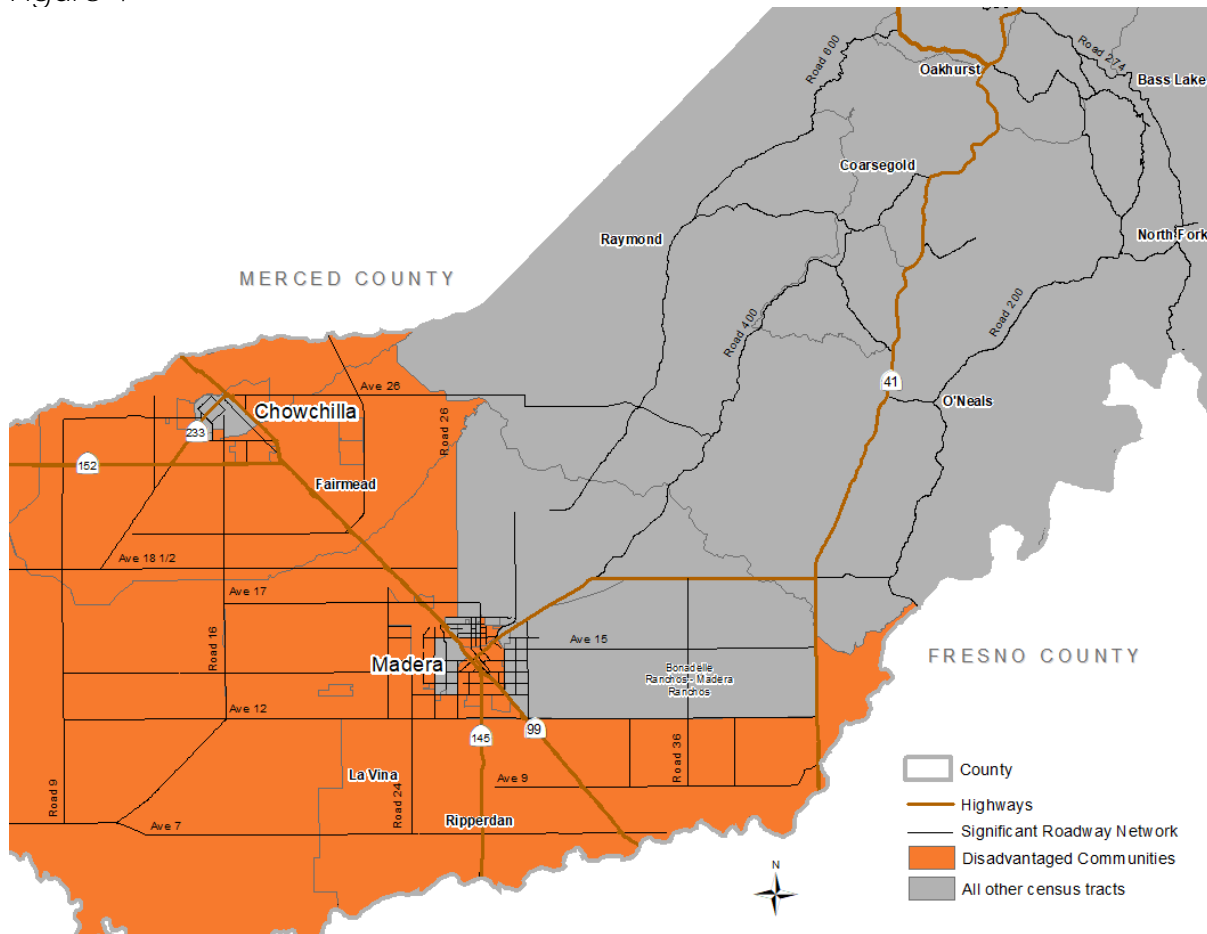
Geographical overview of Madera County highlighting the regional street and highway network and other important transportation features

Figure 3



Population density map of Madera County

Figure 4



CalEnviroscreen Disadvantaged Communities in Madera County

Planning Designations and Responsibilities

The Madera County Transportation Commission was created in response to the need to provide a coordinated approach to resolving issues of multi-jurisdictional concern such as transportation, energy conservation, and air quality. MCTC provides a regional forum for development and consideration of plans and programs to address these complex issues. Relative to satisfying regional planning and coordination responsibilities, MCTC has the following State designations:

Regional Transportation Planning Agency (RTPA)

Pursuant to State law, MCTC has been designated as the Regional Transportation Planning Agency for Madera County and has the following broad responsibilities:

Planning and Programming Responsibilities

RTP	Regional Transportation Plan
RTIP	Regional Transportation Improvement Program
TCM	Transportation Control Measures

Transportation Development Act Administrative Functions

Period	Administrative Function
Annual	TDA fund apportionment
Annual	TDA fund allocations
As Needed	TDA fund claims
Annual	TDA fiscal and compliance audits
Annual	Unmet transit needs finding
Annual	Transit productivity evaluation
Triennial	TDA performance audits

Local Transportation Commission (LTC)

The Madera County Transportation Commission serves as the Local Transportation Commission (LTC) for Madera County and was created pursuant to Section 29535 of the California Government Code.

Metropolitan Planning Organization (MPO)

MCTC is the Federal and State designated Metropolitan Planning Organization for Madera County. Pursuant to this designation, the agency, in cooperation with the State, is responsible for implementing a continuing, cooperative, and comprehensive transportation planning process for Madera County. An integral element of this planning process is the annual development and adoption of this Overall Work Program (OWP).

The objective of the work program is to document planning activities for the current program year. It also identifies related planning responsibilities for participating member agencies as well as State, Federal Land Management Agencies, and Federally recognized Native American Tribal Governments. The OWP is the programmatic framework of the regional planning process and is intended to provide with the Region IX Intermodal Planning Group's "Guidelines for Metropolitan Planning Organizations' Preparation of Overall Work Program."

Measure "T" Planning and Administrative Responsibilities

In 2006 the voters of Madera County passed Measure "T", a local sales tax initiative. Measure "T" provides a 1/2 cent sales tax override for a period of 20 years. The proceeds are distributed according to the Measure "T" Investment Plan for transportation improvement projects within Madera County. The 2006 Madera County Transportation Authority was created to administer the proceeds of Measure "T". Pursuant to a Memoranda of Understanding with the Authority, MCTC provides administrative and planning services. These services include the preparation of a Strategic Plan, the Annual

Work Program, and the processing of Measure “T” claims.

Funding The MCTC Planning Program

The planning program is funded through a variety of local, State, and Federal funding sources. The general categories are outlined below and specific funding commitments to the program are detailed in the Overall Work Program work element descriptions and related budgets.

Local Funding

Local Transportation Fund

The Local Transportation Fund (LTF) is derived from 1/4 cent of the state sales tax collected within Madera County. It is intended to support a balanced transportation system with an emphasis upon public transportation. MCTC policy is to first fund all **Transportation Development Act (TDA) administrative activities “off the top”**. Included are costs directly attributable to TDA administration and required fiscal, compliance, and performance audits on moneys disbursed from the fund. The balance is available to member agencies and is apportioned based upon proportionate population relative to total county population. Pursuant to State law, specific allocations are apportioned from **each agency's fund as follows:**

1. 2% is reserved for bicycle and pedestrian facilities.
2. 3% of remaining balance is reserved, per MCTC policy, for regional transportation planning if such funds are necessary to accomplish OWP objectives.
3. The remaining balance is available to: 1) meet transit needs 2) for streets and roads purposes following a finding that all public transportation needs are being reasonably met.

Madera County Transportation Authority

Pursuant to an agreement the Madera County Transportation Authority provides funding for the development of the Strategic Plan, the Annual Work Program, and administrative functions related to claims processing and fiscal audits. These activities are specifically identified and budgeted in the OWP work element descriptions.

Caltrans' Sustainable Communities Grant Program

This is another source of Caltrans' discretionary funds (grant program). Funding is awarded annually based upon successful competitive applications in compliance with Caltrans planning priorities and guidelines. Other discretionary funds (grant program) offered through Caltrans Office of Community Planning is the Sustainable Communities Grant Program. The grants are designed to encourage livable community concepts that integrate land use and transportation planning, and to encourage planning and transportation enhancements related to traditionally underserved such as elderly, disabled, low-income and minority communities (i.e. African American, Hispanic, Asian American, American Indian / Alaskan Native, and Pacific Islanders) to prevent or mitigate disproportionate, adverse environmental, economic, health, and social impacts of

transportation projects while improving mobility, quality of life and economic vitality in under-served communities.

The passage of Senate Bill 1 (SB 1) made available formula funds for this Grant Program. The intent of these formula funds is to help MCTC carry out the objectives of the Sustainable Communities Strategy.

State Funding

State Transportation Improvement Program – Project Planning, Programming and Monitoring

Pursuant to provisions of SB 45, the STIP reform act, 5% of County Shares are made available for project planning, programming, and monitoring activities performed by the Regional Transportation Planning Agencies relative to the development and advancement of projects for inclusion in the Regional Transportation Improvement Program (RTIP). The Madera County Planning, Programming, and Monitoring (PPM) funding for the five-year 2022 STIP period is as follows: FY 2022/23 - \$78,000; FY 2023/24 - \$78,000; FY 2024/25 - \$73,000; FY 2025/26 - \$73,000; and FY 2026/27 - \$72,000.

Federal Funding

Federal Highways Administration (FHWA-PL and Partnership Planning)

The Federal Highways Administration (FHWA) allocates funds to Metropolitan Planning Organizations (MPOs) to support urban transportation planning activities. These are allocated funds based on area population and require a non-federal match of at least 11.47%. The Federal Highways Administration (FHWA) Partnership Planning is a discretionary planning fund source MPOs and RTPAs can apply for annually.

Federal Transit Administration

Two sources of Federal Transit Administration (FTA) funding are generally available: FTA Section 5303 – made directly available to MCTC to support urban transit planning activities; and FTA Section 5304; State Planning and Research Partnership Planning – made available to the State for discretionary use in funding rural transportation planning activities.

Other Funding

There may be additional discretionary revenue sources that may be applied for to help undertake activities identified within the Overall Work Program (OWP). MCTC is eligible to compete for program funding made available from Assembly Bills (AB) 2766; 709; and 923. These programs allow the San Joaquin Valley Air Pollution Control District (Air District) to collect and administer a DMV registration surcharge applied to each county in the San Joaquin Valley. The Air District makes approximately \$560,000,000 available each year to qualified projects which are demonstrated to satisfy air quality planning requirements or result in measurable air quality benefit.

Status of Comprehensive Planning Process

MCTC has maintained a comprehensive transportation planning process since its formation. Commensurate with the size of Madera County, the planning program has successfully generated required documents such as the Regional Transportation Plan, Sustainable Communities Strategy and Transportation Improvement Program; the Transit Development Plan; the Traffic Monitoring Report; the Active Transportation Plan, and numerous special studies. The development of a countywide travel demand model represents a significant and necessary component for agency technical capabilities. Continuous work is required to maintain and further develop the resources and databases needed to support the planning program in the face of current and future State and Federal requirements.

Transportation Planning Issues

Funding

The State Transportation Improvement Program (STIP) is the biennial five-year plan adopted by the California Transportation Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. State law requires MCTC to update information for the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments.

Under the provisions of Senate Bill (SB) 45, MCTC has been given responsibility for programming of the “local share” of STIP funds. MCTC also has responsibilities related to project planning, programming, and monitoring. To more effectively meet local transportation needs, MCTC takes a long range look at needed major improvement projects and establishing some priority for delivery. An adequate level of funding remains a serious issue for MCTC.

Funding for facilities maintenance continues to be problematic and a number of local roads are seriously in need of basic rehabilitation and reconstruction. MCTC will focus on maintaining a competitive position in securing State and Federal project funding.

Planning Process

MCTC's planning process is structured to provide a focused response to local needs as well as an array of new planning and information requirements emanating from Federal and State legislation. The current Overall Work Program responds to State and Federal guidelines by identifying projects which continue development of basic planning tools and information which will provide the basis for required future planning. Specifically, the continuing development of a countywide travel demand model will be critical to both facility planning and air quality analysis. Maintenance and expansion of the traffic monitoring program will complement both modeling and air quality planning activities. The maintenance of geographic information system capabilities in coordination with the other San Joaquin Valley transportation planning agencies provides the basis for developing and maintaining databases related to transportation modes. Of particular use will be an inventory of countywide street and highway facilities.

The Infrastructure Investment and Jobs Act (IIJA) was enacted in 2021 and provides 5 years of funding certainty for infrastructure planning and investment. The IIJA is a \$1.2T bill that reauthorizes the nation's surface transportation and drinking water and wastewater legislation and pours additional billions into new programs in transportation, energy transmission, resilience, broadband, and many others.

Public and Social Service Transportation

The Social Service Transportation Advisory Council, MCTC staff, and its member agencies

continuously monitor and evaluate the performance and cost effectiveness of Madera County's existing transit systems. The City of Madera operates a fixed-route service, the Madera Metro, and a demand-response complement – Madera Dial-A-Ride (DAR). The City of Madera introduced a major expansion of Madera Metro in the summer of 2016. The expansion provides more frequent bus service on Route 1, reducing headways from 35 to 30 minutes. Madera Metro College Route (also known as Route 3), launched in January 2018 by the City of Madera as a pilot program service to what was then the Madera Community College Center (MCCC). Service is provided Monday through Friday from 9am to 4pm when Madera Community College is in session. Services will soon be extended to 9pm. In recent years, the City of Madera has made substantial improvements to its bus shelters and amenities. An additional 21 bus shelters were installed in June 2017. The City has integrated 12 Compressed Natural Gas (CNG) buses into its Madera Metro fleet, including two being used as backups. The City of Madera opened a new transit center in June 2020. The 3,200 square foot center provides expanded operations and features such as a dedicated dispatch center; training room/community meeting space; an ADA accessible lobby and reception area; dedicated office space; indoor and outdoor break areas; storage areas for lost and found; and lockers for transit staff. The property features secure parking for 35 buses, with built-in infrastructure for future transition into electric fleet.

The City of Chowchilla operates Chowchilla Area Transit Express (CATX), a demand-response system. The CATX service area includes the City of Chowchilla.

The County of Madera initiated a demonstration inter-city fixed route system, the Madera County Connection (MCC), in July of 2001. The County, by recommendation of the SSTAC, expanded MCC to include the communities of La Vina, Ripperdan, and Eastin Arcola in late 2002. The County operates a demand-response Senior Bus service that operates Oakhurst - Bass Lake - Coarsegold area. As a volunteer driver program, the Escort Program provides transportation from Eastern Madera County into Madera and Fresno for medical appointments. Effective September 2017, the Madera County Public Works/Transit Department, in cooperation with the Community Action Partnership of Madera County and the Raymond Community Association, announced the new Escort Program expansion to residents of Raymond. This service is provided on Wednesdays from 8:30 am to 4:30 pm.

The MCC also operates the Madera area and Chowchilla area Dial-A-Ride for those needing a ride beginning or ending in the County areas in and around the City of Madera and the City of Chowchilla. The MCC Dial-A-Ride operates Monday through Friday from 6:00 am – 8:45 pm. The MCC Dial-A-Ride Chowchilla operates Monday through Friday from 7:00 am – 6:45 pm. The MCC Dial-A-Ride Eastin Arcola/Ripperdan/La Vina operates Wednesday and Friday from 8:45 am – 2:00 pm.

The Madera Intermodal Center serves as a connectivity point between the inter-city MCC system and the fixed-route Madera Metro system. The MCC has a free transfer connection with the Fresno Area Express (FAX) at Children's Hospital Central California through to the River Park Shopping Center in Fresno.

Yosemite Area Regional Transit System (YARTS) began providing fixed route passenger service along the SR 41 corridor between the city of Fresno and Yosemite National Park in the fall of 2015. In 2016, YARTS continued to run this service on a summer schedule only. YARTS connects with MCC service along SR 41 and connects with transit services in neighboring Merced and Fresno Counties. Services to other outlying communities have been identified as potential needs and will be evaluated by MCTC and County staff.

The Social Service Transportation Advisory Council, MCTC staff, and its member agencies coordinate and cooperate with Social Service Transportation agencies to pursue consolidation of services where appropriate and to minimize the duplication of transportation services in Madera County.

Recognizing the need for cost-effective transportation options for commuters, particularly those employed in the agricultural sector, Madera, Fresno, Kings, Tulare, and Kern counties formed a Steering Committee to evaluate a new Valley-wide Rideshare Entity. A Caltrans Planning Grant funded the Southern San Joaquin Valley Rural Vanpool & Rideshare Assessment Study in 2006-07 which addressed the potential of creating a joint powers agreement among the MPOs of the San Joaquin Valley. 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 results of this evaluation led to the CalVans Joint Powers Agreement between Madera County Transportation Commission, Kings County Association of Governments, Tulare County Association of Governments, Fresno Council of Governments, Santa Barbara County Association of Governments, Association of Monterey Bay Area Governments, Kern County Association of Governments, Ventura County Transportation Commission, Imperial County Transportation Commission, San Joaquin Council of Governments, and Merced County Association of Governments. The CalVans JPA was made to create, fund, operate, and otherwise manage public transportation projects and programs aimed at providing qualified agricultural workers with safe affordable vehicles they could use to drive themselves and others to work. CalVans operates as a Public Transit Agency. The CalVans agency began official operations on October 1, 2011.

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 provides demand-responsive transit service for the elderly, persons with disabilities, and low-income individuals to medical and other essential services.

Rail planning will focus upon several regional issues. The City and County of Madera coordinated with Caltrans Division of Rail to relocate the Madera Amtrak Station from Avenue 15 ½ to Road 26. The Madera Amtrak Station is located outside the City of Madera sphere of influence and is served by Dial-A-Ride but not Madera Metro. With the opening of the new Amtrak station facility on Road 26, the feasibility of extending a Madera Metro route to the station will continue to be evaluated. The Amtrak station is currently accessible via Dial-A-Ride.

Another issue of valley-wide importance is the California High Speed Rail Plan, which identifies a 700-mile route for the future development of high-speed rail service between the Los Angeles and San Francisco regions. The California High-Speed Rail Authority (CHSRA) was established in 1996 to address funding for this proposal. The passage of Proposition 1A in November 2008 authorized \$9.95 billion in bonds for the construction of high-speed rail. The 2014 CHSRA Business Plan funds the construction of the first phase of the segment through Madera and Fresno counties with the sale of Prop 1A bonds to match federal CHSRA grant funds beginning in 2014. MCTC is an active participant in local Technical Working Groups established by the CHSRA. A groundbreaking for the project took place in January of 2015.

Bicycle and Pedestrian

Bicycle and pedestrian planning is assuming new importance with the improved funding capacity through various Federal and State programs. The development of the Madera County 2004 Bicycle Transportation Plan established a competitive basis for securing grants through the Federal Transportation Enhancement Activities program, the San Joaquin Valley Air Pollution Control District administered REMOVE II program, Community-Based Transportation Planning grant, Environmental Justice grant, as well as from MCTC reserved Transportation Development Act (TDA) funding. There is renewed State emphasis on funding bicycle and pedestrian facilities through the Active Transportation Program (ATP) which consolidated the Federal Transportation Alternatives Program (TAP), State Bicycle Transportation Account (BTA), Federal Safe Routes to School (SRTS), and State Safe Routes to School (SR2S) into one program. Local agencies are encouraged to update their individually adopted bicycle plans to remain eligible for bicycle and pedestrian grant funding opportunities. MCTC adopted a regional Active Transportation Plan and Complete Streets Policy Guide in 2018.

Bicycle and pedestrian modes are recognized transportation control measures, consistent with the principles of livable communities, and as such must be supported to maintain air quality conformity.

In September 2008, the Governor signed into law AB 1358, the California Complete Streets Act of 2008. This new mandate requires local agencies to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways upon any substantive revision of the circulation elements of the general plan. In addition to assisting in the reduction of greenhouse gas emissions pursuant to the requirements of AB 32, the complete streets program is intended to make the most efficient use of urban land and transportation infrastructure and improve public health by encouraging physical activity through the planning and construction of additional bicycle and pedestrian facilities transportation demand management and air quality. MCTC is committed to promoting the reduction of travel demand through rideshare coordination, employer commute solutions education, and public awareness of alternative modes of transportation.

MCTC coordinated and directed the Reasonably Available Control Measures (RACM) and Best Available Control Measures (BACM) commitment process of its member

agencies in 2001 and 2002. MCTC updates the RACM upon preparation of new Federal air quality conformity determinations and or subsequent amendments to the conformity determination. The commitments to fund and implement measures to reduce travel demand were compiled with the commitments of the other valley Transportation Planning Agencies for inclusion in the development of the State Implementation Plan (SIP). The RACM project implementation is tracked and reported to FHWA, FTA, and EPA during each successive RTP and FTIP conformity determination.

The Federal Clean Air Act Amendments of 1990 require that transportation plans, programs, and projects are subject to a finding of conformity with the applicable air quality plans for the San Joaquin Valley. Under Federal law no federally funded project or project requiring Federal approval can be advanced unless it comes from an air quality conforming Regional Transportation Plan. The most recent Madera County Federal Transportation Improvement Program (FTIP) conformity determination was approved by the Federal Highway Administration and the Federal Transit Administration in December of 2022.

The United States Environmental Protection Agency (EPA) has designated the entire San Joaquin Valley Air Basin as a serious area for 8-hour ozone and non-attainment for PM 2.5. The metropolitan areas of Fresno, Modesto, Stockton, and Bakersfield were recently upgraded to maintenance areas for carbon monoxide. MCTC participates with the other San Joaquin Valley Transportation Planning Agencies, the San Joaquin Valley Air Pollution Control District, and State and Federal agencies to proactively address air quality issues. Focus is maintained on support of improved technical analyses of transportation related issues, development of effective transportation control measures, and addressing the overall air quality problem through staying informed and engaged in a broad range of efforts to identify solutions.

Highway Capacity and Corridor Needs

In consultation with its member agencies, MCTC completed an RTP Project Prioritization Study that sought to list and prioritize all transportation related projects in the Madera County region. This study was utilized for the development of the financially constrained 2022 RTP.

Travel demand along the State Route (SR) 41 corridor remains a focus of attention. At the request of MCTC, Caltrans is monitoring traffic volumes associated with the Chukchansi Resort and Casino. Traffic signals have been constructed on SR41 at Road 200, Yosemite Springs Parkway, and Road 415 intersections. MCTC worked with Caltrans on a Measure "T" Tier 1 project that added passing lanes on SR 41 between 4 miles south of Road 200 and just north of Road 208.

There continues to be discussion between Fresno and Madera Counties of the long-range needs for an east-west travel corridor across the southern portion of Madera County and general traffic behavior along the SR 41 Corridor. The San Joaquin River Crossing Study sought to address the impacts of development in Madera and Fresno counties and identified potential river crossings to improve mobility across the San Joaquin River

corridor. Related to this need is renewed interest in SR 65, which, when constructed, will provide a highway facility extending along the foothills from Bakersfield in the south to the State Route 152 alignment in the north. In 2016 and 2017, Madera and Fresno agencies engaged in and completed an Origin/Destination study to further analyze travel behavior between the two counties and the economic impacts of this behavior.

Caltrans District 6, in coordination with its local agency partners, completed the Fresno/Madera Urban Route 99 Corridor System Management Plan (CSMP) in 2009. The CSMP was developed in response to Proposition 1B requirements and the CTC's desire to ensure that the mobility gains from corridor capacity improvements are maintained well after construction is completed. The CSMP allows Caltrans and its local agency partners to manage and operate the SR 99 transportation corridor based upon the assessment and evaluation of performance measures to identify the most cost effective operational and capital improvements needed along the corridor. Several SR 99 projects in Madera County also warrants increased attention. In 2006, Caltrans completed the conversion to full freeway of three remaining miles of expressway on SR 99 north of Madera (the Fairmead project). Using the techniques of innovative financing, MCTC advanced STIP funding for the reconstruction and widening of the 4th Street interchange to FY 2010-11. The Avenue 12 interchange was reconstructed using Route 99 bond funding included in Proposition 1B to address safety and capacity concerns arising from development of the Community College and related planning area. SR 99 from Avenue 12 to Avenue 17 was completed through cooperation with Caltrans using Measure T and various state funding sources. In coordination with Caltrans efforts are underway to widen the SR 99 Avenue 7 to Avenue 12 section, currently in the Right-of-way phase. Caltrans has plans to widen SR 99 from four to six lanes through Madera County.

Measure "T" Expenditure Plan

In November 2006, Madera County voters passed Measure "T", a 20-year half-cent sales tax measure for transportation improvements in Madera County. The Measure "T" program represents one of the few secure funding sources available to Madera County. As such, it warrants a high level of attention to ensure that the funds are expended on high need safety and congestion relief projects. Another focus must be using these funds as a base for leveraging State and Federal funds into Madera projects.

Core Planning Functions

MPOs are reminded that their Overall Work Programs (OWP) must identify the Core Planning Functions and what work will be done during the program year to advance those functions. The Core Functions typically include:

- Overall Work Program.
- Public Participation and Education.
- Regional Transportation Plan.
- Federal Transportation Improvement Program.
- Congestion Management Process (required for TMAs).
- Annual Listing of Projects.

Federal transportation legislation provided metropolitan transportation planning program funding for the integration of transportation planning processes in the Metropolitan Planning Area (MPA) (i.e. rail, airports, seaports, intermodal facilities, public highways and transit, bicycle, and pedestrian, etc.) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPA. The FHWA and FTA request that all Metropolitan Planning Organizations (MPOs) review the Overall Work Plan (OWP) development process to ensure all activities and products mandated by the metropolitan transportation planning regulations in 23 CFR 450 are a priority for FHWA and FTA combined planning grant funding available to the region. The MPO OWP work elements and subsequent work tasks must be developed in sufficient detail (i.e., activity description, products, schedule, cost, etc.) to clearly explain the purpose and results of the work to be accomplished, including how they support the Federal transportation planning process (see 23 CFR 420.111 for documentation requirements for FHWA Planning funds).

Performance Management

Since MAP-21 was passed in 2012, Caltrans and most of California's MPOs have developed performance measures that inform their Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs). The objective of the performance- and outcome-based program is for States and MPOs to invest resources in projects that collectively will make progress toward the achievement of the national goals. Federal transportation legislation requires the DOT, in consultation with States, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below:

- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System.
- System Reliability - To improve the efficiency of the surface transportation system.

- Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The FHWA and FTA want each MPO to explicitly identify their process for determining performance targets and measures within their Overall Work Programs. MCTC participates in the State's process to develop these targets and has adopted regional targets for performance measures.

State of Good Repair

MPOs are required to evaluate their transportation system to assess the capital investment needed to maintain a State of Good Repair for the region's transportation facilities and equipment. MPOs shall coordinate with the transit providers in their region to incorporate the Transit Asset Management Plans (TAM's) prepared by the transit providers into the Regional Transportation Plan (RTP). Analysis of State of Good Repair needs, and investments shall be part of any RTP update, and must be included in the Overall Work Program task for developing the Regional Transportation Plan. MPOs are expected to regularly coordinate with transit operators to evaluate current information on the state of transit assets; to understand the transit operator's transit asset management plans; and to ensure that the transit operators are continually providing transit asset information to support the MPO planning process.

Public Transportation Safety Plan

MPOs shall coordinate with the transit providers in their region to incorporate the Public Transportation Safety Plan (PTASP) targets, prepared by the transit providers, into their planning documents.

Federal Planning Factors

The Metropolitan Planning program under Map 21 provided funding for the integration of transportation planning processes in the Metropolitan Planning Organizations (MPOs) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPO. Title 23 of the United States Code, section 134(f) describes Federal Planning Factors issued by Congress to emphasize planning factors from a national perspective. Under the FAST Act, ten planning factors (for both metro and statewide planning) are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Each of these planning areas and factors are addressed in the OWP, many by multiple work elements.

Madera County Transportation Commission
Overall Work Program Fiscal Year 2023-24

Item 7-7-B.

	Core Planning Functions	Performance Management	State of Good Repair
<i>Work Element</i>			
101 RTP & EIR	***	***	***
102 Regional Housing Planning Program	***		
102.1 REAP 2.0 Readiness	***	***	***
104 Oakhurst Multi-modal Mobility Study	***	***	***
105 Regional Growth Forecast	***	***	***
106 Sustainable Communities Strategy Development Update	***	***	***
201 Transit	***	***	***
202 Rail	***	***	***
301 Active Transportation Planning	***	***	***
401 Highways, Corridors, Regional Routes	***	***	***
501 Transportation Program Development	***	***	***
502 Project Coordination, Financial Programming	***	***	***
601 Travel Demand Model Management	***	***	***
602 Air Quality Modeling	***	***	***
603 GIS and Mapping Resources	***	***	***
604 Performance Management Data Development	***	***	***
605 Regional Traffic Monitoring Program	***	***	***
701 Public Participation Program	***	***	***
801 Transportation Development Act	***		
901 Lobbying			
902 Other Activities	***	***	***
1001 Overall Work Program and Budget	***	***	***
1101 Measure T Administration			

2021 Planning Emphasis Areas:

In December 2021, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) issued updated Planning Emphasis Areas (PEAs). Several of these emphasis areas focus on the Biden-Harris Administration's goals of advancing equity and environmental justice in transportation planning, which will help achieve greenhouse gas reduction goals and increase resilience to extreme weather events resulting from climate change. These efforts will better support regional and local governments as they plan for future transportation needs in their communities. There is considerable flexibility in how metropolitan planning organizations and State Departments of Transportation can incorporate the PEAs into the transportation planning process. Recognizing the variability and timing of transportation planning processes, FTA and FHWA encourage these PEAs to be incorporated as programs are updated. The updated PEAs are as follows:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's [Sustainable Transportation](#) or FTA's [Transit and Sustainability](#) Webpages for more information.

(See [EO 14008](#) on "Tackling the Climate Crisis at Home and Abroad," [EO 13990](#) on "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis," [EO 14030](#) on "Climate-Related Financial Risk," See also [FHWA Order 5520](#) "Transportation System Preparedness and Resilience to Extreme Weather Events," FTA's "[Hazard Mitigation Cost effectiveness Tool](#)," FTA's "[Emergency Relief Manual](#)," and "[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)")

Equity and Justice in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans, and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [MI-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine

their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution—each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration's 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are **inadequate to meet the needs of national and civil defense**. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. **The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities.** Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that **serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.** More information on PEL is available [here](#).

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

Each of these planning areas and factors are addressed in the OWP, many by multiple work elements.

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	Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future	Equity and Justice40 in Transportation Planning	Complete Streets	Public Involvement	Strategic Highway Network STRAHNET)/U.S. Department of Defense (DOD) Coordination	Federal Land Management Agency (FLMA) Coordination	Planning and Environment Linkages (PEL)	Data in Transportation Planning
<i>Work Element</i>								
101 RTP & EIR	***	***	***	***	***	***	***	***
102 Regional Housing Planning Program	***	***	***	***	***	***	***	***
102.1 REAP 2.0								
104 Oakhurst Multi-modal Mobility Study	***	***	***	***	***	***	***	***
105 Regional Growth Forecast	***	***	***	***	***	***	***	***
106 SCS Development Update	***	***	***	***	***	***	***	***
201 Transit	***	***	***	***	***	***	***	***
202 Rail	***	***	***	***	***	***	***	***
300 Active Transportation Planning	***	***	***	***	***	***	***	***
400 Highways, Corridors, Regional Routes	***	***	***	***	***	***	***	***
501 Transportation Program Development	***	***	***	***	***	***	***	***
502 Project Coordination and Financial Programming	***	***	***	***	***	***	***	***
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	***	***	***	***	***	***	***	***
701 Public Participation Program	***	***	***	***	***	***	***	***
801 Transportation Development Act	***	***	***	***	***	***	***	***
901 Lobbying								
902 Other Activities	***	***	***	***	***	***	***	***
1001 Overall Work Program and Budget	***	***	***	***	***	***	***	***
1101 Measure T Administration								

Regional Transportation Planning

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

102 Regional Housing Planning Program REAP 1.0

102.1 REAP 2.0

104 F-Oakhurst Multi-modal Mobility Study

105 F-Regional Growth Forecast

106 F-Sustainable Communities Strategy Development Update

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 recently adopted 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 2022 RTP was adopted by the MCTC Policy Board on August 31, 2022. 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 2017 RTP Guidelines were used for the development of the 2018 RTP and 2022 RTP. 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 was perused in 2022 under the same timeline as the development of the 2022 RTP. As a result of related planning activities, a Measure T extension scenario was 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 project scoring parameters of the Project Prioritization Study are considered in 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 and 2022/23. MCTC evaluated impacts to disadvantaged communities in support of an equitably directed RTP and SCS.

MCTC 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 coincided with activities related to the RTP and SCS Scenario Development. Work with the consultant on the PEIR concluded 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 2022 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 and stakeholders. The Oversight Committee assists in making key recommendations on the direction of the RTP/SCS development. Stakeholders were engaged for comments and feedback in a variety of ways. Community workshops held for the RTP and for SCS scenario development, meetings made directly with interested individuals by request, information submitted in local publications, focused community surveys distributed online or at outreach functions and informational workshops held by MCTC staff. Due to the COVID-19 pandemic, MCTC staff focused on effective ways for interested individuals to participate online or remotely. The presence on social media for the project increased, access for online communications and meetings was bolstered and a project website were developed for computer or mobile phone access. Several activities focused on disadvantaged communities or traditionally underrepresented populations. Translation services as well as Americans with Disabilities Act accessibility requirements were met for informational documents and materials for the project. MCTC worked with a consultant to better ensure meaningful and effective outreach occurred through the duration of the 2022 RTP/SCS update process.

The SCS submittal and subsequent review by CARB staff is expected to take place during the 2022/23 and 2023/24 fiscal years. Activities in this element related to the start of development of the 2026 RTP/SCS and PEIR as well as maintenance of the 2022 RTP/SCS will be ongoing throughout the 2023/24 fiscal year. MCTC staff will begin to collect new transportation, housing, and demographic data to update planning tools relevant to the development of the 2026 RTP.

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 project scoring parameters from the Project Prioritization Study were considered in the 2022 RTP/SCS project 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 utilizes performance measures to

prioritize 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 integrated Federal 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

Staff will begin work on the 2026 RTP/SCS and Environmental Document in the fourth quarter of FY2023/24. Staff will retain consultant assistance to prepare the environmental document. 101. The PEIR development will happen concurrently with the RTP and SCS development concluding in the Summer of 2026. The SCS for the 2026 RTP will be aided by the SCS Development Project (WE 106-F). Staff will compose the elements of the RTP with assistance from the Modeling and Technical On-Call program if deemed necessary.

The California Transportation Commission (CTC) has authorized an update to the RTP Guidelines adopted in January of 2024. MCTC will develop the 2026 RTP/SCS in accordance with these new guidelines.

Previous Work

- 2018 RTP/SCS
- PEIR for the 2018 RTP/SCS
- SCS SB375 Compliance Evaluation Report for the 2018 RTP/SCS
- 2018 RTP/SCS Amendment 1
- Outreach Report Chapter of RTP/SCS to document comprehensive outreach

activities, materials and input received.

- SCS Report for the RTP/SCS including scenario development process, scenario characteristics, scenario performance
- Equity Analysis Report for the RTP/SCS including assessment of impacts to disadvantaged communities and equitability of planned investments
- 2022 RTP/SCS
- PEIR for the 2022 RTP/SCS
- Amendments to the 2018 RTP as necessary

Product

1. Finalize SCS Evaluation Report
2. Amendments to the 2022 RTP as necessary
3. Collection of new transportation, housing, and demographic data for use in development of the 2026 RTP/SCS
- 3-4. Initiate 2026 RTP/SCS and Environmental Document

Tasks

Task	Description and Responsible Party	% of Work
101.1	<p>Finalize SCS Evaluation Report</p> <ul style="list-style-type: none"> • Prepare SCS submittal report to CARB • Populate technical data tables with travel behavior data from results of 2022 RTP/SCS • Finalize SCS performance report responsive to Sustainable Communities Strategy Program and Evaluation Guidelines <p>Responsible Party: MCTC Staff (July 2023 through September 2024)</p>	20%
101.2	<p>Amendments to the 2022 RTP, as needed</p> <ul style="list-style-type: none"> • As needed, amend the 2022 RTP • As needed, prepare emissions analysis for significant amendments to the 2022 RTP <p>Responsible Party: MCTC Staff (July 2023 through June 2024)</p>	30 20%
101.3	<p>Collect data for the development of the 2026 RTP/SCS</p> <ul style="list-style-type: none"> • Update planning tools with latest available data for transportation, housing, and demographics. <p>Responsible Party: MCTC Staff (July 2023 through September 2024)</p>	50%
101.4	<p><u>2026 RTP/SCS</u></p> <ul style="list-style-type: none"> • <u>Initiate development of 2026 RTP/SCS</u> <p><u>Responsible Party: MCTC Staff</u> <u>(April 2024 through June 2024)</u></p>	<u>10%</u>
	Total	100%

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

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	17,844	Direct Wages/Benefits plus Indirect:	155,576
MCTA			
FHWA-PL	37,732		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	155,576		
Total:	155,576	Total:	155,576

Work Element 102 Regional Housing Planning Program REAP 1.0

Objective

To accelerate housing production in the Madera County Region and facilitate compliance with the Regional Housing Needs Assessment (RHNA) plan. To incorporate CAPTI objectives, such as encouraging efficient land use, expand access to jobs, goods, services, and education.

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 1.0):

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

Local Early Action Planning (LEAP) Grants:

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

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

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

Regional Housing Needs Assessment (RHNA) Plan:

MCTC assisted the State Housing and Community Development (HCD) department with the preparation of the 6th Cycle Madera County Regional Housing Needs Allocation Plan (RHNA) to estimate and allocate the housing needs in the Madera County region as

mandated by the State for inclusion in city and county general plan Housing Elements. The RHNA Plan includes determinations of housing allocations specific to each jurisdiction. These housing allocations include the housing needs of all income levels while avoiding further impacting communities with current relatively high proportions of lower income households.

Previous Work

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

Product

1. Work with the San Joaquin Valley multiagency working group in the administration of REAP 1.0 funding in Madera County.
2. Monitor LEAP funding in Madera County and assist member agencies, as needed.
3. Administer REAP 1.0 funds and programs.

Tasks

Task	Description and Responsible Party	% of Work
102.1	Administer Regional Early Action Planning (REAP) 1.0 Funding <ul style="list-style-type: none"> Administer REAP funding for MCTC and with local agency partners. Responsible Party: MCTC Staff (July 2023 to June 2024 Ongoing)	95%
102.2	Monitor Local Early Action Planning (LEAP) Funds and Provide Assistance <ul style="list-style-type: none"> Monitor LEAP funding to local agencies and provide assistance on an as needed basis. Responsible Party: MCTC Staff (July 2023 to June 2024 Ongoing)	5%
	Total	100%

FTE: 0.02

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102 Regional Housing Planning Program REAP 1.0

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	169,594
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP 1.0	169,594		
Subtotal	169,594	Subtotal	169,594
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	7,978
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP 1.0	7,978		
Subtotal	7,978		
Total:	177,572	Total:	177,572

Work Element 102.1 Regional Early Action Planning Grants of 2021 (REAP) 2.0

Objective

The purpose of the Regional Early Action Planning Grants of 2021 (REAP 2.0) is to support 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.

Discussion

Through a budget revision of the State's FY 21-22 budget (specifically AB 140), the California Department of Housing and Community Development (HCD) in collaboration with the Governor's Office of Planning and Research (OPR), the Strategic Growth Council (SGC), and the California Air Resources Board (CARB) established the REAP 2.0 program. REAP 2.0 allocates \$600 million from State and Federal investments, \$500 million from the Coronavirus Fiscal Recovery Fund of 2021, and \$100 million from the State General Fund, with 85% allocated directly to Metropolitan Planning Organizations (MPOs), such as MCTC. The program is set to advance the implementation of adopted regional plans by funding planning and implementation activities that accelerate infill housing and reductions in per capita Vehicle Miles Traveled (VMT).

REAP 2.0 builds on the success of 2019's REAP (REAP 1.0) program but expands the focus by integrating housing and climate goals, and allowing for broader planning and implementation investments, including infrastructure investments that support future housing development. REAP 2.0 is explicitly intended to meet multiple objectives, including infill development, housing for all incomes, VMT reduction, and Affirmatively Furthering Fair Housing (AFFH) in ways that lead to transformative policy outcomes and accelerate the implementation of regional and local plans to achieve these goals. REAP 2.0 provides funds to regional governments to accelerate housing production and facilitate compliance with the 6th cycle of the Housing Element, including the Regional Housing Needs Assessment (RHNA). In addition, REAP 2.0 is specifically designed to provide MPOs and other eligible entities with tools and resources to help implement and advance plans, **primarily by furthering the Sustainable Communities' Strategies (SCS)** adopted as part of Regional Transportation Plans (RTP) to pursue greenhouse gas

emission reduction targets through land use and transportation strategies.

Eligible Applicants

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

The MCTC's maximum award is \$2,213,724.74, of which an initial allocation of 10% of funds are available for outreach to support program development and the full program funding application. REAP 2.0 program guidelines were released by HCD in July 2022. MCTC applied to HCD for advanced funding to develop an outreach and engagement strategy in support of development of the MCTC REAP 2.0 program and the full program application. MCTC requested 1.5% (\$33,112.70) of the 10% for Targeted Outreach and Engagement Strategy, and program development. Administration and Program Management is 5% of the amount. The remaining funds will be suballocated to eligible entities in the Madera region: County of Madera, City of Madera, City of Chowchilla based on population.

Suballocations must comply with REAP 2.0 Program requirements, goals, objectives, and threshold requirements, per the State's REAP 2.0 guidelines. REAP 2.0 goals include investing in housing, planning, and infill housing-supportive infrastructure across the entire State in a manner that reduces VMT, increases housing affordability, and advances equity.

Previous Work

1. Worked with the Department of Housing and Community Development and the interagency collaborative partners on the development of the MCTC REAP 2.0 Program
2. Developed and conducted a targeted outreach and engagement strategy for REAP 2.0 Program
3. Developed MCTC REAP 2.0 Program
4. Applied for REAP 2.0 Funds

Product

1. Assist local agencies with reviewing REAP 2.0 suballocated projects for eligibility and facilitate submission to Department of Housing and Community Development and the interagency collaborative partners.
2. Submission of any required REAP 2.0 reports.

Tasks

1. Administer REAP 2.0 funds and programs.
2. Monitor REAP 2.0 funding in Madera County and assist member agencies, as needed.
3. Monitor work project expenditures and delivery.
4. Continue working with the Department of Housing and Community Development (HCD) and the interagency collaborative partners to develop and refine the measurable outcomes and metrics for reporting, based on the projects selected through the suballocation.

Task	Description and Responsible Party	% of Work
102.1	Administer Regional Early Action Planning (REAP) 2.0 Funding <ul style="list-style-type: none"> Administer REAP 2.0 funding for MCTC and with local agency partners. Responsible Party: MCTC Staff (July 2023 to June 2024 Ongoing)	5%
102.2	Monitor Regional Early Action Planning (REAP) 2.0 Funds and Provide Assistance <ul style="list-style-type: none"> Monitor REAP 2.0 funding to local agencies and provide assistance on an as needed basis. Facilitate local agency projects with HCD and State partners to verify project eligibility. Provide reports to State Responsible Party: MCTC Staff (July 2023 to June 2024 Ongoing)	85%
102.3	Monitor Regional Early Action Planning (REAP) 2.0 work project expenditures and delivery. Responsible Party: MCTC Staff (July 2023 to June 2024 Ongoing)	5%
102.4	Collaborate with HCD and the interagency collaborative partners <ul style="list-style-type: none"> Continue working with State Partners to develop and refine the measurable outcomes and metrics for reporting, based on the projects selected through the suballocation. Responsible Party: MCTC Staff (July 2023 to June 2024 Ongoing)	5%
	Total	100%

FTE: .10

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

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP 2.0			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	33,113
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP 2.0	33,113		
Subtotal	33,113		
Total:	33,113	Total:	33,113

Work Element 104 F- Oakhurst Area Mobility Study Project FY 22-23

Objective

Prepare a Mobility Study in the Oakhurst Community along State Route 41, State Route 49, and other key travel corridors in the Oakhurst community area..

Discussion

The County of Madera (County) intends to conduct a study and prepare a plan for improved motorized and non-motorized mobility in the unincorporated community of Oakhurst, California. The Oakhurst Area Mobility Study and Plan will assess the locations and conditions of existing vehicle, bicycle, and pedestrian facilities along select study road segments that provide important linkages between schools, residential areas, government buildings, and commercial corridors along State Route (SR) 41 and SR 49 in Oakhurst. With information from the mobility study, the County will assess motorized and non-motorized design improvement options (e.g., sidewalk connectivity, bicycle facilities, education programs) that would serve to improve the circulation network, including bicycle and pedestrian mobility and safety within the community. The study area consists of 10.61 miles of road segments, including approximately 6.99 miles of state highway and 3.62 miles of county road segments composed of the following:

Primary Corridor Segments (8.63 miles)

1. SR 41: Royal Oaks to River Falls Road (2.23 miles)
2. SR 41: Road 425B to Royal Oaks (2.38 miles)
3. SR 41: River Falls Road to Road 222 (1.45 miles)
4. SR 49: SR 41 to Westlake Drive (0.93 miles)
5. Road 426 (Crane Valley Road): SR 41 to Road 427 (School Road) (0.44 miles)
6. Road 427 (School Road): Road 426 to Road 428 (1.2 miles)

Secondary Corridor Segments (1.98 miles)

7. River Parkway Road: SR41 to Indian Springs Road (0.48 miles)
8. Indian Springs Road: River Parkway Road to Road 427 (School Road) (0.23 miles)
9. Road 426 (Crane Valley Road): Road 427 (School Road) to Hangtree Lane (0.71 miles)
10. Civic Circle: SR 41 to Road 426 (0.20 miles)
11. Road 428: Road 427 (High School Road) to Hangtree Lane (0.36 miles)

The Primary Corridor segments will be paid for using Sustainable Communities Competitive grant funds awarded to Madera County, and the Secondary Corridor segments will be paid for using SB-1 Formula Sustainable Transportation grant funds from Madera County Transportation Commission (MCTC).

Project Stakeholders

It is intended that this process include public participation to involve the local community and interested stakeholders in the planning process. The County will hire consultants with expertise to assist with this work with stakeholders and residents (including those from disadvantaged communities, participating in planned workshops, design charrettes, and other outreach events related to plan development).

Overall Project Objectives

The overall objective of the proposed project is the creation of a Mobility Study and Plan for the Oakhurst Community that focuses on several key transportation corridors within the community. The objective of the mobility study will be to create a planning document that identifies appropriate motorized and non-motorized design concepts to increase the functionality and safety of Oakhurst's circulation system for pedestrians, bicyclists, and drivers. The proposed study will complement the County's General Plan, the Oakhurst Area Plan, and other local transportation planning documents to address the shortcomings in Oakhurst's existing local circulation network. Implementation and construction of the design concepts will require action subsequent to this study. Subsequent design will include the hiring of consultants to prepare the required engineering drawings and construction contractors to construct the finalized design concepts, with funding to be secured prior to the start of each activity.

The implementation of the design concepts identified in the Oakhurst Area Mobility Study will ultimately result in significant improvement of Oakhurst's roads, transportation network, and non-motorized transportation infrastructure. Implementation of the study proposed in this project will achieve the following:

- 1) Identify existing vehicle, bicycle, and pedestrian facilities and deficiencies,
- 2) Identify existing use patterns and facility gaps that may currently create barriers or disincentives for non-motorized travel,
- 3) Engage the local community to identify concerns and interest in non-motorized mobility facilities,
- 4) Develop a conceptual plan for focused sidewalk and bicycle facility improvements to increase safety and encourage non-motorized travel.

Previous Work

New Project. Some preliminary work started in FY 2022-23.

Product

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

Tasks

Task	Description and Responsible Party	% of Work
104.01	<p>Project Administration</p> <p>Management and administration tasks to be undertaken by the County include compliance with the Grant Application Guidelines, Regional Planning Handbook, and the executed grant contract between Caltrans and the County. Management tasks also include preparation and submission of supporting grant documents as well as preparation of invoices and relevant supporting documentation for quarterly reporting to Caltrans. Disadvantaged business enterprise (DBE) reporting will be conducted, as necessary. A kick-off meeting between the Madera County Planning and Public Works Departments with Caltrans will occur within the first month at the start of the grant performance period.</p> <p>Deliverables:</p> <ul style="list-style-type: none"> • Kick-off Meeting with Caltrans and Madera County – Notes, quarterly invoices and progress reports, DBE reporting • Submission of invoice with supporting documentation • Submission of quarterly progress reports with supporting documentation <p>Responsible Party: Madera County (Within first month following contract approval data, Quarterly through grant performance period)</p>	2%
104.02	<p>Consultant Procurement</p> <p>The County of Madera will follow its current procedures to issue a Request for Proposal (RFP)/Request for Qualifications (RFQ) for a planning consultant to complete the project to create an Oakhurst Area Mobility Plan. A consultant will be selected within three months from the date the Madera County Board of Supervisors approves the grant contract with Caltrans. Once the consultant is hired and a contract established between the consultant and County, roles and responsibilities of each party will be clarified, in addition to reaffirming the project purpose, scope, schedule, and anticipated deliverables.</p> <p>The County will establish a technical working group (TWG) to include the consultant, appropriate county staff, and representatives from key stakeholders, including the Madera County Transportation Commission (MCTC) and Caltrans. The TWG will serve as a venue for managing the roles and responsibilities and workplan issues as well as coordinate planning for projects in Oakhurst and in consideration of the County's General Plan, Oakhurst Area Plan, the Madera County Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the Madera County Active Transportation Plan (ATP). The County and the consultant will develop a Project Work Plan (WP) to set forth the project team organization, detailed work scope, schedule, contract deliverables and budget. Goals, deliverables, and measures for success for the planning process will be developed as part of the workplan.</p> <p>The TWG will exist as a separate and smaller group from a larger Advisory</p>	3%

	<p>Committee that will consist of representatives from all project stakeholder organizations, including representatives from Oakhurst non-government agencies, community groups, business owners, school administrators, and residents in addition to staff from Madera County, Madera County Transportation Commission, and Caltrans. The Advisory Committee will work to guide the planning process, public outreach activities and development of the Mobility Study and Plan.</p> <p>Deliverables:</p> <ul style="list-style-type: none"> • Issue RFP/RFQ to procure consultant using county's current procurement procedures, copy of the Request for Proposal/ Qualifications • Hire project consultant, including copy of the contract between consultant and Madera County • Issuance of Notice to Proceed to the Project Consultant • Clarification of roles and responsibilities • Establish technical working group (TWG) • Establish Advisory Committee • Project kick-off meeting with consultant, including meeting date, meeting notes • Project workplan development, including workplan document <p>Responsible Party: Madera County (January 2023 to February 2023) Within first month following contract approval date, Quarterly through grant performance period (One to three months from grant contract approval date)</p>	
104.1	<p>Existing Conditions</p> <p>This task will involve documentation of existing conditions in the project area and the state of concurrent planning efforts concerning the transportation network, circulation, bike and pedestrian facilities, access and safety in the Oakhurst area. In particular, detailed conditions of bicycle and pedestrian facilities will be assessed for the following road segments:</p> <ol style="list-style-type: none"> 1) SR 41: Royal Oaks to River Falls Road (2.23 miles) 2) SR 49: SR 41 to Westlake Drive (0.93 mile) 3) Road 426 (Crane Valley Road): SR 41 to Road 427 (School Road) (0.44 mile) 4) Civic Circle: SR41 to Road 426 (0.20 mile) 5) Road 427 (School Road): Road 426 to Road 428 (1.2 miles) 6) River Parkway Road: SR41 to Indian Springs Road (0.48 mile) 7) Road 428: Road 427 (High School Road) to Hangtree Lane (0.36 mile) 8) Indian Springs Road: River Parkway Road to Road 427 (School Road) (0.23 mile) <p>The documentation of existing conditions will also involve conducting community and stakeholder workshops to gain perspective on existing conditions, guide visioning, planning, and design for the study area.</p> <p>Deliverables:</p> <ul style="list-style-type: none"> • Identification and outreach to stakeholders. • Assess existing conditions along study area road segments and prepare report documenting existing sidewalk segments and gaps, pedestrian and bicycle crossings, and bicycle facilities and gaps including road shoulder widths and pavement conditions. 	10%

	<ul style="list-style-type: none"> • Conduct Existing Conditions Community Workshop #1 • Conduct Existing Conditions Community Workshop #2 <p>Responsible Party: Madera County, MCTC, Consultant (Three to 12 months from Notice to Proceed date with Project Consultant))</p>	
104.2	<p>Analysis</p> <p>Using existing conditions data from Task 1, Task 2 will involve analysis of deficiencies and options for study area bicycle and pedestrian facility improvement design concepts. This task will focus primarily on options for providing improved connectivity between schools, residential areas, and the commercial business corridors of SR 41 and SR 49 along the study road segments. This task will also include a phasing strategy for potential pedestrian and bicycle facility improvements intended to prioritize improvements with the greatest expected benefit and as desired by stakeholders. Deliverables:</p> <ul style="list-style-type: none"> • Identification and outreach to stakeholders. • Assess existing conditions along study area road segments and prepare report documenting existing sidewalk segments and gaps, pedestrian and bicycle crossings, and bicycle facilities and gaps including road shoulder widths and pavement conditions. • Conduct Existing Conditions Community Workshop #1 • Conduct Existing Conditions Community Workshop #2 <p>Responsible Party: Madera County, MCTC, Consultant (Three to 12 months from Notice to Proceed date with Project Consultant))</p>	15%
104.3	<p>Public Outreach</p> <p>Stakeholders and the public will be engaged during the Community Workshops in the evaluation and ranking of potential bicycle and pedestrian facility improvement options based on meeting project goals, criteria and reducing environmental impacts. Public outreach will also include seeking stakeholder review and input of draft mobility plan and facility improvement options and in formulating the Oakhurst Area Mobility Plan to be developed in Task 5. There will be at least four workshops throughout the project period, each led by Madera County Staff and the Advisory Committee and including members of the public. This task involves development of an outreach and engagement plan that includes identification of stakeholders, process, methods of involvement and desired outcomes for development of the Oakhurst Area Mobility Plan focused on the study road segments. This outreach strategy will guide the methods for outreach, education, and overall community engagement. Emphasis will be placed on outreach to disadvantaged communities and populations, including minority communities, seniors, youth, disabled persons, and other populations within the project's area of effect. Outreach strategies will include bilingual services, PowerPoint Presentations, flyers, website announcements, social and print media announcements, sign-in sheets, community surveys, conceptual drawings, and other items. Printed and online materials will be available in multiple languages, particularly Spanish.</p>	25%

	<p>The outreach and engagement plan will include an assessment of community interest in improved pedestrian and bicycle facilities, constraints, and priorities. The Advisory Committee (first discussed in Task 01) will help lead the public outreach and engagement process through a series of at least four community workshops over the project performance period focused on the development of the Oakhurst Area Mobility Plan and evaluation and ranking of bicycle and pedestrian facility improvement alternatives. Deliverables:</p> <ul style="list-style-type: none"> • Outreach and Engagement Plan – to include PowerPoint Presentations, flyers, website announcements, sign-in sheets, community surveys, conceptual drawings, bilingual services • Education Plan • Conduct Plan Development Community Workshop #3 • Conduct Plan Development Community Workshop #4 <p>Responsible Party: Madera County, MCTC Staff, Consultant (Three to 18 months from Notice to Proceed date with Project Consultant))</p>	
104.4	<p>Advisory Committee Meetings Regular check-in meetings with project staff, consultants, stakeholders, and the public will be required for the Oakhurst Area Mobility Plan. The Advisory Committee (first discussed in Task 01) will be established within 3 months of the contract approval date and will include key project staff and representatives from all stakeholder organizations involved in the project. The Advisory Committee will help guide and inform the Oakhurst Area Mobility Plan development process. The Advisory Committee will meet quarterly and attendance at the quarterly Advisory Committee meetings by all stakeholders will be required. Individual meetings with stakeholders, including other local transit providers and their consultants, may be required at various points on the project. County project staff will be responsible for meeting agendas, meeting materials, and meeting summaries for the Advisory Committee.</p> <p>Deliverables:</p> <ul style="list-style-type: none"> • Check-in meetings with project staff & consultants resulting in Agendas, meeting notes, list of attendees, list of action items • Advisory Committee Meetings resulting in Agendas, meeting notes, list of attendees, list of action items <p>Responsible Party: Madera County, MCTC, Consultant (Monthly and Quarterly, respectively, throughout the project period)</p>	25%
104.5	<p>Draft and Final Plan This task will develop a draft and final Oakhurst Area Mobility Plan based on existing conditions, improvement options and phasing selection, design, and community outreach activities. Additional stakeholder and public outreach will be conducted to review the draft mobility plan and to solicit comments and feedback. The draft plan will also be provided to Caltrans (specifically) for review and comments from that agency. The draft plan will then be presented to the Planning Commission for review/approval and provide opportunity for public comments on the draft plan.</p>	18%

	<p>The County will review public comments and Caltrans input and finalize the plan upon completion of the cost estimate and implementation/ construction schedule. A Final Oakhurst Area Mobility Plan will then be prepared with a summary of the next steps Madera County Public Works will take towards implementing the selected bicycle and pedestrian facility improvements and to prepare an implementation plan for the improvements that identifies the roles and responsibilities priorities, action items (funding, final design, capital, operations, maintenance, and other tasks) and time frames for development of the improvements. The plan will include funding and financing strategies for capital and maintenance costs and will also identify parties responsible for funding and completing capital improvements.</p> <p>Deliverables:</p> <ul style="list-style-type: none"> • Prepare a Draft Oakhurst Area Mobility Plan identifying bicycle and pedestrian facility improvements and including an implementation plan for improvements identified in the mobility plan • Provide Caltrans with the Draft Oakhurst Area Mobility Plan for review/input • Present Draft Oakhurst Area Mobility Plan to the Planning Commission for input • Public Review of Draft Oakhurst Area Mobility Plan after Caltrans and Planning Commission review • Prepare the Final Oakhurst Area Mobility Plan <p>Responsible Party: County, MCTC, Consultant (14 to 22 months after Notice to Proceed date with selected Project Consultant)</p>	
104.6	<p>Board of Supervisors Review and Approval</p> <p>The Madera County Board of Supervisors will be provided with status and updates after the work is initiated and at key times throughout the study and plan development effort to keep the Board informed and to get input from the Board. Staff will prepare a Board letter to create an agenda item for presentation of the Final Oakhurst Area Mobility Plan to the Board for Board approval. Deliverables:</p> <ul style="list-style-type: none"> • Board of Supervisors to review work products, including proposed Final Oakhurst Area Mobility Plan • Board of Supervisors to vote on approval of Final Oakhurst Area Mobility Plan • Complete/approved Oakhurst Area Mobility Plan to be distributed and published to County website • Final Oakhurst Area Mobility Plan that includes a summary of next steps towards implementation, credits FHWA, FTA, and/or Caltrans on the cover or title page, submitted to Caltrans in an ADA accessible electronic copy. <p>Responsible Party: County, MCTC, Consultant (24 months after Notice to Proceed date with selected Project Consultant)</p>	2%
	Total	100%

FTE: .02

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104 F-Oakhurst Multi-modal Mobility Study FY 22-23

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	20,646	Consultant	180,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 22-23	159,354		
Subtotal	180,000	Subtotal	180,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	2,533	Direct Wages/Benefits:	5,401
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 22-23	4,781		
Subtotal	5,401		
Total:	185,401	Total:	185,401

For informational purposes, the County Competitive grant amount for this project is \$450,000 with a \$72,500 Local match provided by the County.

Work Element 105 F-Regional Growth Forecast FY 23-24

Objective

Develop a growth forecast for the region to the year 2060 to be funded with SB-1 Sustainable Transportation Formula Planning Grant.

Staff will develop, with professional assistance, a Regional Growth Forecasting Report. The report will update projections for employment, population, housing, and demographic characteristics for the Madera County region. In addition, the report will help MCTC update the future Regional Transportation Plan and the Sustainable Communities Strategy (RTP/SCS) and provide further cohesive insight for MCTC and its member agencies regarding regional and local demographics for modeling and integrated transportation, land use, and housing studies. Staff will process data from the Central California Household Survey, completed in June of 2023, for utilization to establish base line conditions for future growth projections.

Discussion

The previous growth forecast developed for the region was completed in 2012 and projected growth from 2010 to 2050. MCTC has augmented those projections using underlying data from the California Department of Finance population projections for updates to the RTP/SCS since 2014. The new report will update projections from 2022 to 2060.

The report will reflect regional economic trends and local land use plans from the region's jurisdictions, including information about planned development projects impacting short-term growth. The data will be depicted at the jurisdiction or community level able to be applied to traffic analysis zones in the City of Chowchilla, the City of Madera, and the remainder of Madera County as utilized in the MCTCs travel demand model. Development of the report will require outreach to all jurisdictions and tribal governments in the county to review local planning policies and development trends. In addition, an advisory committee will be convened to review individual elements of the report and provide comments to enhance the projections.

The report will utilize data from the Central California Travel Survey (CCTS) completed in FY22/23. The CCTS is a comprehensive household travel survey (HTS) that utilized a modern research approach to collect demographic and travel pattern information from residents living in the San Joaquin Valley region of California. This survey obtained a detailed understanding of the travel behavior of households across the eight counties in central California.

The CCTS effort was led by the Fresno Council of Governments (FCOG) and is a collaboration between the eight metropolitan planning organizations (Valley MPOs) from Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare counties.

The CCTS will be utilized to establish detailed information for base year conditions that will inform the projection methodology.

The report will help assist decision-making for planning efforts with the capacity to produce sustainable communities, promote mixed-use development, provide affordable housing, and advance transit-oriented development. The report's results may assist jurisdictions in updating general plan land use elements or zoning codes that increase development opportunities around key transportation corridors or nodes.

Previous Work

1. San Joaquin Valley Demographic Forecasts 2010 to 2050

Product

1. Project meeting agendas and notes
2. Population, Household and Demographic Forecast
3. Employment Forecast
4. Final Report

Tasks

Task	Description and Responsible Party	% of Work
105.1	Retain Consultant <ul style="list-style-type: none"> • Prepare and release Request for Proposals • Select consultant Responsible Party: MCTC Staff (November 2023 to December 2023)	5%
105.2	Project Management <ul style="list-style-type: none"> • Bi-weekly meetings with plan development team • Develop oversight committee • Quarterly reports to Caltrans • Monthly or quarterly invoices to Caltrans Responsible Party: MCTC Staff (November 2023 to June 2024)	5%
105.4	Process Existing Conditions <ul style="list-style-type: none"> • Use data from the CCHS to establish detailed base line conditions Responsible Party: Consultant (January 2024 to February 2024)	20%
105.5	Jurisdiction Outreach	10%

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	<ul style="list-style-type: none"> Gather data on general plan, land-use development, and near-term housing or employment projects Responsible Party: Consultant (January 2024 to February 2024)	
105.6	Develop Regional Forecast <ul style="list-style-type: none"> Population by race Population by age Group Quarters Household stock Household size Household by income type Housing type School enrollment Employment Jurisdictional forecast profiles Forecast methodologies and references Responsible Party: Consultant (January 2024 to April 2024)	50%
105.7	Review Regional Forecast Report <ul style="list-style-type: none"> Internal review Oversight Committee review Responsible Party: MCTC, Consultant (April 2024 to May 2024)	5%
105.8	Finalize Regional Forecast Report <ul style="list-style-type: none"> Present results to MCTC Board Report final approval Responsible Party: MCTC, Consultant (May 2024 to June 2024)	5%
	Total	100%

FTE: ~~.05~~01

105 F-Regional Growth Forecast FY 23-24

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	<u>7,226</u>	Consultant	<u>63,000</u>
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 23-24	<u>55,774</u>		
Subtotal	<u>63,000</u>	Subtotal	<u>63,000</u>
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	

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LTF	<u>224</u>	Direct Wages/Benefits:	<u>1,950</u>
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 23-24	<u>1,726</u>		
Subtotal	<u>1,950</u>		
Total:	<u>64,950</u>	Total:	<u>64,950</u>

Work Element 106 F-Sustainable Communities Strategy Development Update FY 23-24

Objective

The Sustainable Communities Strategies Development Update project will comprehensively approach establishing a robust planning document with the goal of fulfilling the requirements of the SB 375 for Sustainable Communities Strategies (SCS) as a component of the Regional Transportation Plan (RTP) and adhere to the 2017 Regional Transportation Guidelines for consultation and coordination by all interested parties. This program contributes to Caltrans' mission and overarching objectives for SB-1 Formula Grant resources: sustainability, preservation, mobility, safety, innovation, economy, health, and social equity.

Discussion

This project will further Madera County's RTP/SCS ability to reduce the State's GHG emissions, meet the GHG reduction targets established by the California Air Resources Board (CARB), and assist in achieving the Caltrans Mission and Grant Program Objectives outlined in Sustainable Transportation Planning Grant Program Grant Application Guidelines.

This project is anticipated to take several years to complete commencing in quarter four of FY23/24 and completion in quarter three of FY26/27. MCTC anticipates utilizing a portion of FY23/24 SB 1 Formula Grant, FY24/25, and all the FY 25/26 SB 1 Formula Grant to complete this project. MCTC will procure professional assistance to complete all the elements of this project. A full listing of all anticipated activities and their projected timeframe are included below in the Tasks section of this chapter.

Fiscal Year 23/24 Activities

Staff will utilize MCTC's procurement policies and procedures to solicit proposals from qualified consultants and select a firm from request respondents. Staff will organize a kickoff meeting with Caltrans and the selected consultant to establish project administrative protocols and overall grant management. This task will continue throughout the duration of the project in to FY26/27.

Staff will work with the consultant to develop a comprehensive Public Outreach Plan for the project. The Public Outreach Plan will establish goals for engagement throughout the Madera County region, consider the needs of underserved communities and sensitive populations, develop strategies to ensure equitable access for all to participate in the project development process, develop communication and feedback tools using an array of mediums, identify important stakeholders for

engagement, and establish a schedule for engagement activities around important project milestones. This task is expected to carry over into FY24/25.

Fiscal Year 24/25 Activities (will use all of FY 24/25 grant funds)

Staff will work with the consultant to implement the Public Outreach Plan. This activity is expected to carry over into FY25/26.

Staff will work with the consultant to form a project oversight committee. This committee will assist in providing feedback and direction on the project activities proposed to achieve the goals of the region's SCS. The committee will be formed with geographic and social equity in mind to ensure that people from all areas and socio-economic conditions may participate. The group will receive information from MCTC and local agency staff or other relevant stakeholders to better inform their decision-making process. The committee will provide insights on potential SCS scenarios and consider information and feedback received during public outreach activities. A schedule for the frequency of this committee's meeting schedule will be made with selected members inputs. These activities are expected to carry over into FY25/26.

Staff will work with the consultant to establish SCS performance measures. A framework will be developed considering RTP/SCS goals related to system level, land-use, smart mobility framework, health equity and environmental justice and Title VI areas. Additional measures may be identified as necessary.

Staff will work with the consultant to identify GHG and VMT reduction strategies appropriate and achievable in the Madera County Region. Strategies will consider all travel modes and purposes and be able applicable to various proposed scenarios for the SCS and able to advance the SCS GHG reduction goals in all communities. The task will consider CalEnviroScreen identified disadvantaged communities, especially environmentally burdened, racial minority, and low-income communities.

Staff will work with the consultant to establish an SCS Technical Methodology able to comply with CARB guidelines. Available data, SCS output measurables, and the methodology on their anticipated use and production will be documented and submitted for approval by CARB staff. The SCS Technical Methodology development will begin in FY24/25 and be completed in FY25/26.

Staff will work with the consultant to prepare and perform land-use modeling for distribution of regional growth forecast. MCTC does not own a land-use model and will rely on the consultant to utilize adequate land-use modeling software for this task. The modeling will correlate to proposed scenarios developed for consideration for the SCS. The land-use modeling outputs will be transferable to data inputs to be utilized in travel demand modeling activities of the SCS scenarios.

Staff will work with the consultant to prepare the travel demand model inputs for SCS scenario travel modeling activity. A review and edit of MCTC regional travel demand model's traffic analysis zones, the significant roadway network, socio-economic

forecasts, land use model inputs, vehicle operation costs, interregional trip tables or other input parameters will take place, as necessary. This activity is expected to carry over in to FY25/26.

Fiscal Year 25/26 Activities (will use all of FY 25/26 grant funds)

Staff will direct the consultant to perform SCS scenario model runs for multiple scenarios and for multiple forecast years. Consultant will utilize MCTC's regional travel demand mode for these modeling activities. The work done to prepare the model and run the model for SCS activities has overlaps with activities connecting the SCS to the RTP and Federal Air Quality Conformity Determination for the 2026 RTP/SCS and 2027 FTIP. As needed to prevent redundancy or inconsistencies, the consultant will assist in ensuring all necessary modeling activities are conducted in accordance with relevant requirements especially as they pertain to the overall selected preferred plan scenario.

Staff will direct the consultant to analyze performance measures of the SCS scenarios and effectiveness of GHG and VMT reduction strategies. These analysis reports will provide important information on the SCS scenario's ability to achieve the goals of the RTP/SCS and provide insights on the preferred SCS scenario for the region. A detailed report of Performance Measures and GHG and VMT reduction strategies will be developed for the SCS.

Staff will direct the consultant to prepare a Public Outreach Report chronicling those engaged, activities conducted, feedback received, and how feedback is reflected in the SCS.

Staff will direct the consultant to prepare all project elements into a draft SCS report to be incorporated as part of the 2026 RTP/SCS. The consultant will assist in providing responses to comments received during the mandated 55-day public review period and prepare a finalized version of the SCS for adoption by the MCTC Policy Board. These activities are expected to carry over into FY26/27.

Staff will work with the consultant to prepare an SCS submittal package to CARB. The package will contain all available information as requested by CARB staff for their review of the SCS. This activity is expected to carry over into FY 26/27.

Previous Work

1. 2022 RTP/SCS.
2. Outreach Report Chapter of 2022 RTP/SCS to document comprehensive outreach activities, materials and input received.
3. SCS Report for the 2022 RTP/SCS including scenario development process, scenario characteristics, scenario performance.
4. Equity Analysis Report for the 2022 RTP/SCS including assessment of impacts to disadvantaged communities and equitability of planned investments.
5. Amendments to the 2018 and 2022 RTP/SCS as necessary.

Product

1. 2026 SCS Public Outreach Plan (FY24-25)
2. 2026 SCS Public Outreach Report (FY25-26)
3. SCS Technical Methodology (FY25-26)
4. 2026 SCS Performance Measures Analysis (FY25-26)
5. 2026 SCS GHG and VMT Reduction Analysis (FY25-26)
6. 2026 SCS Forecasting and Travel Model Scenario Activities (FY25-26)
7. SCS for 2026 RTP/SCS (FY26-27)
8. SCS Submittal Package (FY26-27)

Tasks

<u>TASK</u>		<u>MCTC</u>	<u>CONSULTANT</u>	<u>PRODUCTS</u>	<u>% OF WORK</u>	<u>TARGET DATE / FREQUENCY COMPLETION</u>
<u>106.01</u>	<u>Retain Consultant</u>	<u>X</u>	-	<u>Issue RFP, score proposals, select consultant</u>	<u>1%</u>	<u>April 2024 – June 2024</u>
<u>106.02</u>	<u>Project Management</u>	<u>X</u>	-	<u>Bi-weekly meetings with plan development team, establish project oversight and stakeholder list, quarterly reports to Caltrans, monthly or quarterly invoices to Caltrans</u>	<u>1%</u>	<u>June 2024 – August 2026</u>
<u>106.03</u>	<u>Develop Public Outreach Plan</u>	<u>X</u>	<u>X</u>	<u>Develop Plan for general stakeholder and public engagement with target populations, including disadvantaged communities and Environmental Justice communities, government to government outreach with state, local and tribal governments</u>	<u>3%</u>	<u>July 2024 – September 2024</u>
<u>106.04</u>	<u>Establish SCS Oversight Committee</u>	<u>X</u>	<u>X</u>	<u>Select individuals to serve on SCS Oversight Committee, meet regularly with committee to report overall SCS development progress and receive feedback</u>	<u>3%</u>	<u>September 2024 – January 2026</u>
<u>106.05</u>	<u>Conduct Outreach Activities</u>	<u>X</u>	<u>X</u>	<u>Conduct a variety of in-person and online outreach in accordance with MCTC Public</u>	<u>10%</u>	<u>September 2024 – March 2026</u>

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				<u>Participation Plan, CTC RTP Guidelines and SB 375 engagement mandates.</u>		
<u>106.06</u>	<u>Prepare Public Participation Report</u>	-	<u>X</u>	<u>Document all communication, outreach and engagement activities in detail</u>	<u>3%</u>	<u>February 2026 – March 2026</u>
<u>106.07</u>	<u>Establish SCS Performance Measures</u>	<u>X</u>	<u>X</u>	<u>Develop performance measure framework by RTP Goals for System Level, Smart Mobility Framework, Health Equity and Environmental Justice and Title VI Areas</u>	<u>5%</u>	<u>October 2024 – June 2025</u>
<u>106.08</u>	<u>Develop Performance Measure Analysis</u>	-	<u>X</u>	<u>Report on performance of SCS scenarios against performance measures</u>	<u>5%</u>	<u>July 2025 – March 2026</u>
<u>106.09</u>	<u>Identify GHG and VMT reduction strategies</u>	<u>X</u>	<u>X</u>	<u>Identify applicable strategies able to advance the SCS GHG reduction goals in all communities, specifically in Cal Enviro screen identified disadvantaged communities, especially racial minority and low-income communities</u>	<u>5%</u>	<u>October 2024 – June 2025</u>
<u>106.10</u>	<u>Analyse GHG and VMT reduction strategies</u>	-	<u>X</u>	<u>Develop Report on effectiveness by strategy if implemented</u>	<u>5%</u>	<u>July 2025 – March 2026</u>
<u>106.11</u>	<u>Establish SCS Technical Methodology</u>	<u>X</u>	<u>X</u>	<u>Document the technical methodology upon which the SCS results are calculated</u>	<u>10%</u>	<u>January 2024 – December 2025</u>
<u>106.12</u>	<u>Prepare and Perform Land Use Modeling</u>	-	<u>X</u>	<u>Refine land-use model for distribution of regional growth forecast, perform land-use model runs</u>	<u>5%</u>	<u>September 2024 – June 2025</u>
<u>106.13</u>	<u>Prepare travel demand model for SCS scenario travel modeling activity</u>	<u>X</u>	<u>X</u>	<u>Review and edit traffic analysis zone, significant roadway network, socio-economic forecasts, land use model inputs, vehicle operation costs, or other input parameters</u>	<u>10%</u>	<u>September 2024 – July 2025</u>
<u>106.14</u>	<u>Perform SCS Scenario Model Runs</u>	-	<u>X</u>	<u>Prepare SCS scenario modeling runs for multiple scenarios</u>	<u>15%</u>	<u>July 2025 – January 2026</u>

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<u>106.15</u>	<u>Provide Modeling Support for Linked SCS Planning Activities</u>	<u>X</u>	<u>X</u>	<u>Support modeling runs for multiple scenarios for the RTP and 2027 Conformity Analysis for SCS consistency</u>	<u>7%</u>	<u>July 2025 – January 2026</u>
<u>106.16</u>	<u>Finalize SCS Report</u>	<u>X</u>	<u>X</u>	<u>Document all aspects of the SCS development into a comprehensive report, present SCS with MCTC staff to MCTC Board or other stakeholders</u>	<u>2%</u>	<u>January 2026 – August 2026</u>
<u>106.17</u>	<u>Finalize SCS Submittal to ARB</u>	<u>X</u>	<u>X</u>	<u>Compile necessary SCS outputs, documentation, and reports to submit to ARB</u>	<u>10%</u>	<u>April 2026 – January 2027</u>

100%

FTE: .04

106 F-Sustainable Communities Development Update FY 23-24

<u>REVENUE BY SOURCE</u>		<u>EXPENDITURES</u>	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
<u>LTE</u>	<u>12,846</u>	<u>Consultant</u>	<u>112,000</u>
<u>MCTA</u>			
<u>FHWA-PL</u>			
<u>FTA-Section 5303</u>			
<u>STIP – PPM</u>			
<u>Other – SB I Sustainable Planning Grant (Formula) 23-24</u>	<u>99,154</u>		
<u>Subtotal</u>	<u>112,000</u>	<u>Subtotal</u>	<u>112,000</u>
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
<u>LTE</u>	<u>1,568</u>	<u>Direct Wages/Benefits:</u>	<u>13,664</u>
<u>MCTA</u>			
<u>FHWA-PL</u>			
<u>FTA-Section 5303</u>			
<u>STIP – PPM</u>			
<u>Other – SB I Sustainable Planning Grant (Formula) 23-24</u>	<u>12,096</u>		
<u>Subtotal</u>	<u>13,664</u>		<u>13,664</u>
<u>Total:</u>	<u>125,664</u>	<u>Total:</u>	<u>125,664</u>

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). To incorporate CAPTI objectives, such as enhancing transportation system resiliency, advancing transportation equity, improving transit, rail, and shared mobility options, and expanding access to safe and convenient active transportation options.

Discussion

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

MCTC staff has implemented the requirements pertaining to coordination and the need for developing a locally developed coordinated public-transit human services transportation plan. Coordinating between different operators aims to enhance the resiliency of the transportation system throughout the various diverse systems. MCTC staff completed the update on the previous coordinated plan and adopted the current Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) on October 19, 2022. As part of the Coordinated Plan development process, MCTC formed the Coordinated Plan Oversight Committee to review and update coordinated strategies. The committee consisted of the Social Service Transportation Advisory Council (SSTAC), human service agencies, local transit providers, and community members. Diverse sources of input were sought in order to advance transportation equity.

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. The plan aims to expand access to rail, transit, shared mobility, and active transportation. 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.

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.

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

Previous Work

1. Transit 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	Transit Service Inventory <ul style="list-style-type: none"> Continue to maintain and update information for the transit services inventory Responsible Party: MCTC Staff (Monthly, July 2023 to June 2024)	10%
201.2	Monitor Information for RTP Update <ul style="list-style-type: none"> Monitor information for update of the RTP Responsible Party: MCTC Staff (Monthly, July 2023 to June 2024)	25%
201.3	Transit Operator Agreements <ul style="list-style-type: none"> Review transit operator agreements and update as necessary Responsible Party: MCTC Staff (Quarterly, July 2023 to June 2024)	10%
201.4	Consultation, Coordination, and Collaboration for Environmental Justice <ul style="list-style-type: none"> Consultation, coordination and collaboration with tribal governments and farmworker transportation groups as needed to ensure that environmental justice requirements are being addressed/complied with. Responsible Party: MCTC Staff (Quarterly, July 2023 to June 2024)	15%

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201.5	Consultation, Coordination, and Collaboration for Outreach <ul style="list-style-type: none"> Continue to coordinate and collaborate with Environmental Justice communities and Disadvantage Communities to ensure outreach is being properly conducted. Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
201.6	Transit Advisory Board Participation <ul style="list-style-type: none"> Participation on Transit Advisory Board and monitor related transit agencies. Responsible Party: MCTC Staff (Quarterly, July 2023 to June 2024)	10%
201.7	Transit Asset Management (TAM) Plan Coordination <ul style="list-style-type: none"> Transit Asset Management (TAM) Plan coordination with transit agencies. Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
201.8	Public Transportation Safety Plan Target Coordination <ul style="list-style-type: none"> Public Transportation Safety Plan Target coordination with transit agencies. Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
Total		100%

FTE: .23

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	10,262	Direct Wages/Benefits plus Indirect:	89,472
MCTA			
FHWA-PL			
FTA-Section 5303	79,210		
STIP – PPM			
Other			
Subtotal	89,472		
Total:	89,472	Total:	89,472

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. To incorporate CAPTI objectives, such as, improving transit, rail and shared mobility options and encouraging efficient land use.

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 long-term vision is to encourage efficient land use in the immediate vicinity of the new station and Madera Community College.

The 2022 HSR Business Plan proposes to fully develop the San Joaquin Valley Segment between Bakersfield and Merced for early service. Beginning in 2029. A new single Merced Multimodal Station will connect high-speed rail to the regional Altamont Corridor

Express (ACE) and the intercity Amtrak San Joaquins service, which will be truncated in Merced. Staff will continue to work with its partners in this planning effort throughout the 2023-2024 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 (SJJP) 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 SJJP Board by an MCTC Commissioner backed by an additional MCTC Commissioner as an Alternate.

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

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

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

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 was expected to occur within the next four years.

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. SJJP anticipates additional funding needs to

complete the HST platform and intends 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.

On March 24, 2023, the San Joaquin Joint Powers Authority approved an agreement for project development services and an agreement for preliminary engineering services for \$433,800 and \$514,800 respectively. The SJJPA also intends to seek \$1.2 million in State Rail Assistance Funding for the 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 San Joaquin Joint Powers Authority and San Joaquin Valley Rail Committee meetings.

Tasks

Task	Description and Responsible Party	% of Work
202.1	<p>Review Planning issues related to rail</p> <ul style="list-style-type: none"> • Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems • Incorporate findings into the RTP/SCS where applicable <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	15%

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202.2	Provide staff analysis of available funding resources for rail planning projects <ul style="list-style-type: none"> Analyze and share information for new and existing resources able to support the regions multi-modal systems Responsible Party: MCTC Staff (July 2023 to June 2024)	15%
202.3	Participate in meetings/workshops related to rail <ul style="list-style-type: none"> Participate in reoccurring meetings and workshops hosted by local, regional, state, and Federal partners related to multi-modal transportation Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
202.4	Participate in San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee <ul style="list-style-type: none"> Participate in activities related to the San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee, and other commuter rail subjects of interest to the Madera region as needed. Responsible Party: MCTC Staff (July 2023 to June 2024)	30%
202.5	Participate in the Madera Station Relocation Transit Area Specific Plan Project <ul style="list-style-type: none"> Support Madera County staff in partnership with the City of Madera, Caltrans, CHSRA, and CalSTA in the development of the Plan. Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
Total		100%

FTE: .06

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	22,703	Direct Wages/Benefits plus Indirect:	22,703
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	22,703		
Total:	22,703	Total:	22,703

Active Transportation Planning

301 Active Transportation Planning

Work Element 301 Active Transportation and Complete Streets Planning - CS

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. To incorporate CAPTI objectives, such as expanding access to safe and convenient active transportation options.

Discussion

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process with Federal, State, and Local partners for active transportation programs, including complete streets, consistent with the principles of livable communities that increase safe and accessible options for multiple travel modes for people of all ages and abilities.

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.

Under the new federal transportation bill, 2.5% of federal planning funds was set aside to help address complete street activities. This work element addresses this requirement and uses these set aside funds to help with eligible complete street activities.

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 worked with the Headquarters Smart Mobility and Active Transportation Branch in developing the California Active Transportation Plan (CAT).

Each District developed a CAT Plan. District 6 developed communication with internal District 6 functional units such as Traffic Operations, Design, Public Information Office, and Asset Management. Stakeholder engagement was conducted throughout the development of the plan using map-based tools. There was a specific focus on engagement with disadvantaged communities.

Work done during CAT Plan development to engage disadvantaged communities and develop contextual guidance for selecting bike/pedestrian facilities needed for SHOPP Project Initiation Report documents will continue in the future.

Previous Work

1. Updated information on complete streets, bicycle, and pedestrian facilities for inclusion in the 2014, 2018, and 2022 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.
8. Updated information on bicycle and pedestrian facilities for inclusion in the 2022 RTP.

Product

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

Tasks

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Task	Description and Responsible Party	% of Work
301.1	Review Planning issues related to bicycle and pedestrian facilities <ul style="list-style-type: none"> • Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems, including complete streets • Incorporate findings into the RTP/SCS where applicable Responsible Party: MCTC Staff (July 2023 to June2024)	25%
301.2	Provide staff analysis of available funding resources for non-motorized planning projects <ul style="list-style-type: none"> • Analyze and share information for new and existing resources able to support the regions multi-modal systems, including complete streets Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
301.3	Participate in meetings/workshops related to complete streets, bicycle and pedestrian facilities <ul style="list-style-type: none"> • Participate in meetings and workshops hosted by Federal, State, and Local, partners related to multi-modal transportation, including complete streets. Estimated number of meetings could be twice monthly. Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
301.4	Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments <ul style="list-style-type: none"> • Collect any important data and information related to maintaining or updating the Active Transportation Plan, including Complete Streets Policies • Update the ATP webpage as needed Responsible Party: MCTC Staff (July 2023 to June 2024)	35%
	Total	100%

FTE: .214

301 Active Transportation Planning - CS

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	

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<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	<u>79,122</u>
MCTA			
FHWA-PL	<u>49,644</u>		
Complete Streets-PL	20,403		
FTA-Section 5303			
STIP – PPM (Match)	<u>9,075</u>		
Other			
Subtotal	<u>79,122</u>		
Total:	<u>79,122</u>	Total:	<u>79,122</u>

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. To incorporate CAPTI objectives, such as improving goods movement and infrastructure.

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

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

San Joaquin Valley I-5 Goods Movement Plan

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

This study was funded through a 2015-16 Caltrans Emerging Priorities grant for continued evaluation and refinement of the San Joaquin Valley goods movement system. Cambridge Systematics was the prime consultant engaged in 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

A multi-District effort (Districts 3, 6, and 10) has been underway since late 2019 to update the published plans for SR 99 (the 2003 Transportation Concept Report, the 2008 Rural Corridor System Management Plan (CSMP), the 2009 Urban CSMP, and the Route 99 Business Plan, most recently updated in 2020) by developing a Comprehensive Multimodal Corridor Plan (CMCP) for SR 99 through the Central Valley (from I-5 junction to U.S. 50). Outreach for the CMCP development began in earnest with a two-day hybrid SR 99 Summit Event held in March 2022 with over 70 in-person attendees and representatives from Caltrans Districts 6 and 10, Headquarters Divisions, local partner

agency representatives, elected officials, and Community-Based Organizations from the Central Valley. The SR 99 CMCP will develop a shared vision and implementation plan for the SR 99 corridor that aligns with State goals and policies while meeting the needs of agency partners, stakeholders, and the traveling public. The CMCP will revise the prior vision to align with current activity and direction, thereby comprehensively addressing the unique challenges of the corridor. Pending approval for contract execution, the estimated completion date for the CMCP will be in Fiscal Year 2024-25.

MCTC will participate with Caltrans CMCP development in the following capacity:

- Participate in the kick-off meeting for the CMCP development, along with Caltrans Districts 3, 6, and 10, other Valley MPOs. **Consideration will be given to MCTC's past documents, studies, modeling, and community outreach/engagement relevant to SR 99 to help establish a foundation for the CMCP;**
- Participate as a member of the CMCP Stakeholder Team for the duration of the CMCP development, including potentially as part of a Technical Advisory Committee (TAC); the CMCP Stakeholder Team will meet up to eight times (once each quarter for the duration of CMCP development, anticipated to last 2 years);
- Participate in the development of a Public Engagement Plan for CMCP engagement;
- In partnership with Caltrans and stakeholders, MCTC will collaborate on hosting at least two workshops for public outreach and engagement (the same will occur in all other counties in Districts 6 and 10, plus Sacramento County for District 3); the goal of these public outreach and engagement activities is to gather community, stakeholder, and local agency input to identify needs and solicit innovative ideas and shape potential solutions to transportation issues within the corridor; said comments will note county, state route, and closest street interchange/intersection(s) identified in the comments, or if comments don't apply to any specific geographic location; and
- If participating as a member of a TAC for the CMCP, MCTC will help finalize the scope, approach, and schedule of the MPO travel demand modeling and micro/mesosopic simulation analysis; to assemble available traffic and model data such as freeway mainline and ramp volumes, arterial street volumes, intersection volumes, signal timing plans, bicycle, and pedestrian counts and transit ridership data. Traffic volumes and Travel Time data will be assembled from existing and available sources, including from PeMS (at locations having 80% or greater observed percentage), the National Performance Management Research Data Set (NPMRDS), Transportation System Network (TSN), Inrix, signal timing plans, and ramp metering rates. Recent traffic studies along the study corridor will be reviewed for data.

Trade Port California

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.

Fresno Council of Governments acting as the project lead on behalf of the San Joaquin Valley has submitted an application for the former California Inland Port, now referred to as the Trade Port California project, for the State of California's FY 2022/23 Port and Freight Infrastructure Program. CalSTA will award up to \$1.2 billion through this program with \$600 million available for projects in 2022-23 and \$600 million in 2023-24, consistent with funding availability.

Seventy percent of this funding is to be used to support infrastructure projects supporting goods movement related to the Port of Los Angeles, the Port of Long Beach, or both. The remaining thirty percent is to be directed to other high-priority projects supporting ports and goods movement infrastructure in the rest of the state, including inland ports.

MCTC will continue to support progress towards implementing the Trade Port California project under the leadership of Fresno Council of Governments project management.

Previous Work

1. Provided technical support and participated in the Fresno-Madera County Freeway Interchange Deficiency Study – Phase I & II.
2. San Joaquin Valley Goods Movement Action Plan.
3. Participation in Goods Movement Studies: Study of San Joaquin Valley Interregional Goods Movement Plan, San Joaquin Valley Goods Movement Sustainable Implementation Plan, and the San Joaquin Valley I-5/SR 99 Goods Movement Corridor Study.
4. San Joaquin River Regional Transportation Study.
5. Participation on VTA sponsored SR 152 Trade Corridor Study.

6. Participation in SR 99 and SR 41 Congestion Management Plans.
7. Participation in the San Joaquin Valley Interregional Goods Movement Plan.
8. Study of Short-Haul Intermodal Facilities in the San Joaquin Valley.
9. Origin/Destination with Fiscal Impact Study

Product

1. Staff reports on various corridor and project level traffic studies, including SR 41 High Emphasis Focus Route, SR 49 designation, and SR 99.
2. Data pertinent to accurate modeling of travel data on goods movement corridors.
3. Participate in the development of Phase III of the San Joaquin Valley Inland Port Feasibility Study
4. Participate with the development of the SR 99 Multimodal Corridor Plan.

Tasks

Task	Description and Responsible Party	% of Work
401.1	Review local agency circulation elements including goals, policies, and objectives <ul style="list-style-type: none"> Provide feedback and comments as necessary Responsible Party: MCTC Staff (July 2023 to June 2024) Estimated frequency: Biannually, or as needed	10%
401.2	Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies <ul style="list-style-type: none"> Provide feedback and comments as necessary Responsible Party: MCTC Staff (July 2023 to June 2024) Estimated frequency: Quarterly, or as needed	20%
401.3	Prepare staff analysis on various studies, plans, and reports on the State Highways System as needed <ul style="list-style-type: none"> Provide feedback and comments as necessary Responsible Party: MCTC Staff (July 2023 to June 2024) Estimated frequency: Quarterly, or as needed	15%
401.4	Participate where applicable with the Trade Port California project development <ul style="list-style-type: none"> Assist with stakeholder engagement for the project Provide feedback and comments on the continued development of the project (July 2023 to June 2024)	20%

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401.5	Participate and provide technical support for the SR 99 Multimodal Corridor Plan <ul style="list-style-type: none"> Participate in plan kickoff meeting Provide feedback and comments on the development of the plan Assist with public engagement for the plan Responsible Party: MCTC Staff (July 2023 to June 2024) Estimated frequency: Monthly, or as needed	35%
	Total	100%

FTE: .125

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	5,401	Direct Wages/Benefits plus Indirect:	47,090
MCTA			
FHWA-PL	41,689		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	47,090		
Total:	47,090	Total:	47,090

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. To incorporate CAPTI objectives, such as expanding access to safe and convenient active transportation options, improve goods movement systems and infrastructure, improve transit, rail, and shared mobility options, advance zero emission vehicle technology, and supportive infrastructure, expand access to jobs, goods, services and education.

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 will begin on the 2025 FTIP in Winter 2023 and will be completed in Summer 2024.

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); Carbon Reduction Program (CRP); 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 2023 FTIP and updates will be incorporated in the 2025 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: 2002-2022.
11. Conducted a CMAQ Call for Projects in FY 19-20.
12. 2023 FTIP and Air Quality Conformity Analysis adopted in August 2022.

Product

1. 2025 FTIP.
2. Air Quality Analysis for the 2025 FTIP.
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/CRP 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/CRP Call for Projects in 2023.
13. Prepare and adopt 2024 RTIP.

Tasks

Task	Description and Responsible Party	% of Work
501.1	Review California Transportation Commission Fund Estimates and policies <ul style="list-style-type: none"> Review State funding estimates and policy guidelines and updates. Responsible Party: MCTC Staff (July 2023 to June 2023 through fall 2024)	2%
501.2	Review Caltrans IIP and solicit local agency input <ul style="list-style-type: none"> Review State transportation planning and coordinate with local agencies. Responsible Party: MCTC Staff (July 2023 to June 2024 - as needed/required through entire Fiscal Year, as requested by State and local agencies)	3%
501.3	Begin preparation of 2025 FTIP and Air Quality Conformity Documents and amend 2023 FTIP, as needed <ul style="list-style-type: none"> Begin preparation of 2025 FTIP and Air Quality Conformity Analysis for the 2025 FTIP and 2022 RTP. Continue to amend the 2023 FTIP on an as needed basis. Responsible Party: MCTC Staff (July 2023 to June 2024 - as needed/required through entire Fiscal Year, as requested by State and local agencies)	60%
501.4	Coordination of FTIP and RTP <ul style="list-style-type: none"> Ongoing coordination of the 2023 FTIP and 2022 RTP. Responsible Party: MCTC Staff (July 2023 to June 2024 - as needed/required through entire Fiscal Year)	10%
501.5	Prepare, submit, and upload various CMAQ Reports <ul style="list-style-type: none"> Prepare annual reports for the CMAQ Program and input to Federal database. Responsible Party: MCTC Staff (4 Quarter 2023)	5%
501.6	Prepare and submit AB 1012 Report <ul style="list-style-type: none"> Prepare and submit annual AB 1012 Report to Caltrans Division of Local Assistance on status of CMAQ obligations for the Fiscal Year. Coordinate with local agencies. Responsible Party: MCTC Staff (1 Quarter 2024)	2%
501.7	Participate in Statewide CFPG and Program CTIPS <ul style="list-style-type: none"> Participate in the California Federal Programmers Group and program the FTIP utilizing the Caltrans CTIPS database. Responsible Party: MCTC Staff	3%

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	(July 2023 to June 2024 through entire fiscal year)	
501.8	Prepare Annual Listing of Federal Projects <ul style="list-style-type: none"> Prepare and post the Annual Listing of Federal Projects that obligated funds during the prior Federal fiscal year. Responsible Party: MCTC Staff (4 Quarter 2023)	2%
501.9	CMAQ/CRP Call for Projects <ul style="list-style-type: none"> Conduct a CMAQ/CRP Call for Projects for the 2023/2025 FTIP. Solicit and evaluate proposals from local agencies. Approve projects and amend them into FTIP. Responsible Party: MCTC Staff (August 2023 to June 2024)	9%
501.10	Prepare 2024 RTIP <ul style="list-style-type: none"> Preparation of the 2024 Regional Transportation Improvement Program in conjunction with the 2024 Statewide Transportation Improvement Program. Responsible Party: MCTC Staff (July 2023 to June 2024)	4%
	Total	100%

FTE: .58

501 Transportation Program Development

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF	24,226	Direct Wages/Benefits plus Indirect:	211,216
MCTA			
FHWA-PL	186,990		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	211,216		
Total:	211,216	Total:	211,216

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. To incorporate CAPTI objectives, as applicable.

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 Climate Action Plan for Transportation Infrastructure (CAPTI), 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	<p>Federal/State Project Programming and Delivery Requirements</p> <ul style="list-style-type: none"> Review and maintain Federal/State programming and delivery requirements. <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	20%
502.2	<p>Work with Local Agencies on Federal/State Project Programming and Delivery Requirements</p> <ul style="list-style-type: none"> Provide staff time dedicated to keeping current with all State/Federal regulations affecting project delivery and working with local agencies to ensure that project planning and programming work activities are responsive to these requirements, are timely, and are processed correctly. <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	30%
502.3	<p>Prioritize Projects in FTIP and RTP</p> <ul style="list-style-type: none"> Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis. <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	45%
502.4	<p>Evaluate State Funding Programs for Applicability and Implementation</p> <ul style="list-style-type: none"> Evaluate Strategic Growth Council's Affordable Housing and Sustainable Communities Program and other State funding programs for applicability and implementation in Madera County. <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	5%
	Total	100%

FTE: .12

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502 Project Coordination and Financial Programming

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	<u>30,038</u>
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM	<u>30,038</u>		
Other			
Subtotal	<u>30,038</u>		
Total:	<u>30,038</u>	Total:	<u>30,038</u>

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 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 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.

MCTC will consider new available data to incorporate into modelling tools for development of the 2026 RTP/SCS. MCTC is currently working with neighboring MPO partners on the Central California Travel Survey. The results of this survey will yield vital information and data able to be incorporated into transportation modelling tools. MCTC staff will work with modeling professionals to effectively incorporate new data from the Central California Travel Survey into the travel demand model during the 2023/24 fiscal year.

MCTC will also conduct a socioeconomic and demographic projection analysis for Madera County. This analysis will provide future projections of household and person data able to help better predict future conditions in the 2026 RTP analysis years.

Staff will coordinate applying updates and testing modeling functionality with their inclusion. Steps to recalibrate and validate the model will commence as necessary once new data has been applied. When all updates have been applied and calibration and validation activities are completed, the model documentation will be updated to reflect all changes.

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
3. Incorporate new available transportation, housing, and demographic data into modelling tools as necessary.
4. Update model documentation as necessary.

Tasks

Task	Description and Responsible Party	% of Work
601.1	Additional Model Runs for Significant Amendments of the RTP and FTIP <ul style="list-style-type: none"> When needed, Run model for significant amendments of the RTP and FTIP Deliverable: Model input or output data Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
601.2	Additional Local Agency and Partner Modeling and Technical Support <ul style="list-style-type: none"> Assist local agencies with modeling assistance where needed Provide model data as requested to state and Federal partners Deliverable: Model run output data Responsible Party: MCTC Staff (July 2023 to June 2024)	10%

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601.3	<p>Incorporate new available transportation, housing and demographic data into modelling tools</p> <ul style="list-style-type: none"> • Integrate data from the Central California Travel Survey • Incorporate data from socioeconomic and demographic projection analysis • Additional appropriate data sources as they are developed • Update model documentation as necessary <p>Deliverable: Updated Model data Responsible Party: MCTC Staff, consultant (July 2023 to June 2024)</p>	70%
	Total	100%

FTE: .20

601 Travel Demand Model Management

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	11,952	On-call Consultant(s)	100,000
MCTA		Traffic Model Support	4,200
FHWA-PL	92,248		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	104,200	Subtotal	104,200
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	<u>9,049</u>	Direct Wages/Benefits plus Indirect:	<u>78,897</u>
MCTA			
FHWA-PL	<u>69,848</u>		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	<u>78,897</u>		
Total:	<u>183,097</u>	Total:	<u>183,097</u>

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. MCTC staff have worked with consultants to transition emissions analysis to newer version of the EMFAC model whereas EMFAC14 was used for the most recent analysis activities related to the development of the 2022 RTP/SCS and 2023 FTIP. Going forward, EMFAC21 will be used for emissions modeling activities.

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 that were utilized for the 2022 RTP/SCS and EIR and the 2023 FTIP modeling activities. Staff utilized 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 were converted into EMFAC14 model inputs. The EMFAC14 model was ran to create detailed emission data upon which to develop emissions analysis for SB 375 and Federal air quality conformity requirements. Future emissions modeling activities in support of SB375 and Federal air quality conformity will utilize EMFAC21.

Previous Work

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

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

Product

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

Tasks

Task	Description and Responsible Party	% of Work
602.1	SCS Evaluation Report for CARB staff in support of an effective and implementable SCS able to comply with GHG reduction mandates per SB 375 <ul style="list-style-type: none"> • Prepare SCS data table • Prepare SCS compliance report Deliverable: SCS Evaluation Report Responsible Party: MCTC Staff (July 2022 to March 2023)	65%
602.2	Multi-Agency Coordination for Air Quality Planning Activities <ul style="list-style-type: none"> • Participate with Interagency Consultation (IAC) group on technical matters related to Air Quality analysis • Work with SJVAPCD and other agencies to determine if there are traffic control measures, reasonably available control measures and/or best available control measures able to be pursued for congestion or inclusion is attainment demonstrations Responsible Party: MCTC Staff, Consultant (July 2023 to March 2024)	5%
602.3	Assist Local Agencies and State and Federal Partners with Air Quality Analysis Technical Support <ul style="list-style-type: none"> • Assist local agencies with Hot-spot emissions assessment as needed. • Provide model data as requested to state and Federal partners in support of emissions/air quality planning Deliverable: Model run, model output data Responsible Party: MCTC Staff (July 2023 to June 2024)	15%

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602.4	Prepare Air Quality Conformity Determination for new SIP standards or Significant Amendments to the RTP and FTIP <ul style="list-style-type: none"> • Prepare new Conformity Determination Deliverable: Conformity Determination Responsible Party: MCTC Staff (July 2023 to June 2024)	15%
	Total	100%

FTE: ~~.23~~22

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:	84,668
MCTA			
FHWA-PL	74,957		
FTA-Section 5303			
STIP – PPM (Match)	9,711		
Other			
Subtotal	84,668		
Total:	93,668	Total:	93,668

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.

In 2023 MCTC staff began to investigate ways to improve the agency's GIS databases and user experience by updating and refining its GIS capabilities. This included an overall assessment of current spatial data management capabilities, updating existing mapping tools, standardizing mapping development, implementation of new mapping datasets, hosting a variety of web applications and maps for public consumption and staff training. Increasing and expanding the abilities of an enhanced GIS platform and maintenance of GIS databases and related data layers have wide applications for use by local agencies, tribal governments, and the State for describing the existing and future conditions of transportation facilities within Madera County. This information will also assist with disseminating information across industries and sectors as a tool to help inform decision makers and members of the public.

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. Updated GIS map viewing portal.
11. 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.
12. Developed database of transit routes and stops.
13. Developed VMT Screening map.
14. Developed traffic monitoring database.

Product

1. 2022 San Joaquin Valley Household Travel Survey
2. Increase and expand the abilities of an enhanced GIS platform and 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 20223 RTP and 2023 FTIP.
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	Attend Madera County GIS User Group meetings (monthly), training, and workshops to stay up to date with current GIS technology, advancements and best practices Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
603.2	Create and update GIS map data layers, perform geoprocessing, mapping and geospatial analysis to support regional efforts, such as the Federal Transportation Improvement Program, Regional Transportation Improvement Program, and the	55%

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	Regional Transportation Plan. Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	
603.3	Update and maintain GIS data layer for bridges Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	5%
603.4	Create, update, and maintain GIS data layers for bicycle, pedestrian, and transit networks Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	15%
603.5	Update and maintain GIS data layers for land use and zoning Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	5%
603.6	Create and update GIS data layers, perform geoprocessing, mapping and spatial analysis for the identification of disadvantaged communities and to support the acquisition of funding to benefit them Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	10%
	Total	100%

FTE: .504

603 GIS and Mapping Resources

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		GIS Support	8,100
MCTA			
FHWA-PL	7,171		
FTA-Section 5303			
STIP – PPM	929		
Other			
Subtotal	8,100	Subtotal	8,100
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	193,306
MCTA			
FHWA-PL	171,134		
FTA-Section 5303			
STIP – PPM (Match)	22,172		
Other			
Subtotal	193,306		
Total:	201,406	Total:	201,406

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. To incorporate CAPTI objectives, such as strategically invest in state of good repair improvements, enhance transportation safety and security, and improve goods movement and infrastructure.

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.
6. Coordinated with Caltrans for PM3 Second Performance Period 2022-2026.

Product

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

Tasks

Task	Description and Responsible Party	% of Work
604.1	<p>Coordination Activities</p> <ul style="list-style-type: none"> • Coordinate with FHWA and Caltrans regarding Federal and State requirements. Caltrans conducts periodic assessment of target goals during their mid-performance review setting. MCTC will participate and review targets as appropriate to help the state with its reviews. • Coordinate with local agencies in regard to data and target setting. • Collaborate with local agency representatives and other stakeholders regarding goals, objectives, measures and targets and the development of planning documents related to developing targets • Participation in Technical Advisory Group meetings for Performance Measures. • Participate in training, workshops, meetings, and related activities <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	40%

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604.2	<p>Monitoring</p> <ul style="list-style-type: none"> • Monitor PM1 performance targets • Monitor PM2 performance targets and report processes for local agencies for performance measures. • Monitor PM3 performance targets • Monitor State and Federal guidance related to performance measures. <p>Responsible Party: MCTC Staff (July 2023 to June 2024, as required)</p>	45%
604.3	<p>Target Setting</p> <ul style="list-style-type: none"> • Annually establish PM1 performance targets <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	10%
604.4	<p>Public Safety Awareness Through Social Media</p> <ul style="list-style-type: none"> • Post safety related information in social media to keep the public apprised of traffic and weather situations that might impact travel safety conditions. • Share safety information from Caltrans, FHWA, via MCTC social media. <p>Responsible Party: MCTC Staff (July 2023 to June 2024, as needed)</p>	5%
	Total	100%

FTE: .15

604 Performance Management and Data Development

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF	4,879	Direct Wages/Benefits plus Indirect:	42,536
MCTA			
FHWA-PL	37,657		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	42,536		
Total:	42,536	Total:	42,536

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. To incorporate CAPTI objectives, as appropriate.

Discussion

MCTC will now utilize analytics software to measure travel patterns of vehicles on roadway segments and intersections, and MCTC then prepares the Traffic Monitoring Program report. Staff develops a standardized quadrennial regional count program with direction provided from the local agencies.

MCTC entered into an agreement for StreetLight Data services to support the regional traffic monitoring program. StreetLight metrics have been used and validated by hundreds of public agencies, transportation consulting firms, and private companies and is utilized by several state transportation agencies, MPOs and large cities, including Virginia DOT, Ohio DOT, Minnesota DOT, Washington State DOT, Massachusetts DOT, Maine DOT, Los Angeles DOT, and New York City DOT.

MCTC utilizes the StreetLight Data Solutions Package. The Solutions Package includes the following:

- Congestion Management - Segment Analysis (Provides the volume, average speed, speed percentiles including 85th percentile, travel time, vehicle miles traveled, vehicle hours of delay and "Free Flow Factor" of trips through corridors)
- Intersection Studies - Analyze the movement of vehicles in an intersection to determine traffic that moves left, right, or continues straight. Day parts default to 15-minute bin day parts. Includes an intersection diagram to easily analyze the inbound and outbound traffic flow and distribution across time. Features include Peak Hour Factor, Peak AM/PM Metrics and more.

MCTC staff partake in StreetLight Data software training as needed.

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 – 2022 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 – 2023 Annual Report.
2. Data assistance for partner projects and stakeholders
3. HPMS data submission to Caltrans.

Tasks

Task	Description and Responsible Party	% of Work
605.1	Data Collection <ul style="list-style-type: none"> • Utilize StreetLight Data Software to collect vehicle data • Participate in Streetlight Data software training as needed/ Responsible Party: MCTC Staff (April 2024 to May 2024)	70%
605.2	Traffic Monitoring Support <ul style="list-style-type: none"> • Provide traffic monitoring support to local agencies, including tribal governments Responsible Party: MCTC Staff (July 2023 to June 2024)	15%
605.3	Data Collection <ul style="list-style-type: none"> • Collect data from local agency and Caltrans traffic county programs Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
605.4	HPMS Data Submission <ul style="list-style-type: none"> • Coordinate the submission of HPMS data to Caltrans from local agencies as required Responsible Party: MCTC Staff (July 2023 to June 2024)	5%

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	Total	100%

FTE: .04

605 Regional Traffic Monitoring Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	1,720	<u>Traffic Count Software</u>	15,000
MCTA			
FHWA-PL	13,280		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	15,000	Subtotal	15,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	1,890	Direct Wages/Benefits plus Indirect:	16,480
MCTA			
FHWA-PL	14,590		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	16,480		
Total:	31,480	Total:	31,480

Public Participation Program

701 Public Participation Program

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 the **development of MCTC's plans, programs, and decision-making process**, consistent with Federal transportation legislation requirements. MCTC Staff will provide the 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. To incorporate CAPTI objectives, such as cultivating partnerships with and build capacity of community-based organizations to engage in project development.

Discussion

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

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

Public hearings, workshops, and meetings will be conducted as required. Public hearings and workshops are advertised in local newspapers, 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 2022 RTP and Unmet Transit Needs.
6. Title VI Analysis for the 2022 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 Plan and Limited English Proficiency Plan Update
3. Title VI Compliance and updates, as necessary.
4. Conduct extensive outreach efforts with environmental justice communities as part of the 2024 Unmet Transit Needs.
5. Maintain and improve MCTC website and social media pages.

Tasks

Task	Description and Responsible Party	% of Work
701.1	MCTC Public Participation Plan Amendment <ul style="list-style-type: none"> Amend as necessary the MCTC Public Participation Plan to comply with Federal and State Requirements Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	15%
701.2	Provide Spanish Language Translation Responsible Party: MCTC Staff and Consultant (July 2023 to June 2024 as needed)	15%
701.3	Tribal Government Consultation <ul style="list-style-type: none"> MCTC Staff will Coordinate, Consult, Collaborate with tribal governments Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	15%
701.4	Continued Consultation Policy <ul style="list-style-type: none"> Continued MCTC Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	10%
701.5	Bicycle and Pedestrian Programs <ul style="list-style-type: none"> Encourage bicycle and pedestrian safety education programs Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	10%
701.6	Website and Social Media <ul style="list-style-type: none"> Maintain and improve website and social media to keep public informed about MCTC activities, public hearings, workshops, and meetings Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	15%

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701.7	<p>Review CalEPA's EnviroScreen 4.0 and Other Analysis Tools</p> <ul style="list-style-type: none"> Review CalEPA's EnviroScreen Version 4.0 and other relevant analysis tools as they relate to identifying disadvantaged communities, where they are concentrated and how the transportation planning process may impact these communities <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	15%
701.8	<p>Madera Community College Collaborations</p> <ul style="list-style-type: none"> Collaborate with the Madera Community College Center to engage student community outreach and education activities <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	5%
Total		100%

FTE: ~~.2019~~

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	<u>7,092</u>	Direct Wages/Benefits plus Indirect:	<u>61,830</u>
MCTA			
FHWA-PL	<u>54,738</u>		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	<u>61,830</u>		
Total:	<u>88,830</u>	Total:	<u>88,830</u>

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. To incorporate CAPTI objectives, as applicable.

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. The funding of the PTMISEA program has ended and will be closing out in FY 2023/24.

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 2024-25 Unmet Needs Process.
7. Prop 1B: PTMISEA suballocation, application processing, tracking, and reporting.
8. LCTOP allocation, application processing, tracking, and reporting.
9. SGR suballocation, project list processing, tracking, and reporting.

Tasks

Task	Description and Responsible Party	% of Work
801.1	Apportionment and Allocation <ul style="list-style-type: none"> Prepare finding of apportionment for LTF/STA and make allocations Responsible Party: MCTC Staff (May 2024)	5%
801.2	Claims <ul style="list-style-type: none"> Review and process LTF/STA claims. Review for conformance with applicable TDA law, the RTP and SRTDP Responsible Party: MCTC Staff (July 2023 to June 2024)	15%

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801.3	LTF/STA Financial Reports <ul style="list-style-type: none"> • Prepare LTF/STA financial reports Responsible Party: MCTC Staff (December 2023)	15%
801.4	SSTAC Meetings <ul style="list-style-type: none"> • Conduct meetings of the SSTAC Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
801.5	Unmet Transit Needs Hearing <ul style="list-style-type: none"> • Conduct Unmet Transit Needs Hearing Responsible Party: MCTC Staff (April 2024)	5%
801.6	Unmet Needs Staff Report <ul style="list-style-type: none"> • Prepare Unmet Needs Staff Report Responsible Party: MCTC Staff (April to May 2024)	21%
801.7	Financial Records <ul style="list-style-type: none"> • Maintain appropriate financial activity records Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
801.8	Fiscal Audits <ul style="list-style-type: none"> • Contract for appropriate fiscal audits Responsible Party: MCTC Staff (August 2023)	2%
801.9	PTMISEA Administration <ul style="list-style-type: none"> • Administer Prop 1B transit program – PTMISEA Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
801.10	Development of Project Application Assistance <ul style="list-style-type: none"> • Assist local agencies in development of project applications for Section 5311, 5311 (f), Section 5310; Section 5304; Section 5307; Section 5339 Responsible Party: MCTC Staff (July 2023 to June 2024)	2%
801.11	LCTOP Administration <ul style="list-style-type: none"> • Administer LCTOP program Responsible Party: MCTC Staff (July 2023 to June 2024)	5%

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801.12	SGR Administration • Administer SGR program Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
801.13	Triennial Performance Audit • Conduct performance audits Responsible Party: Consultant (December 2023 to March 2024)	10%
	Total	100%

FTE: .3340

801 Transportation Development Act

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	<u>67,500</u>	Audits	15,000
MCTA		Translation Services	2,000
FHWA-PL		Public Notices	1,000
FTA-Section 5303		Other Costs	11,500
STIP - PPM		Triennial Performance Audit	<u>38,000</u>
Other			
Subtotal	<u>67,500</u>	Subtotal	<u>67,500</u>
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	<u>105,210</u>	Direct Wages/Benefits plus Indirect:	<u>105,210</u>
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	<u>105,210</u>		
Total:	<u>172,710</u>	Total:	<u>172,710</u>

Other Activities

901 Lobbying

902 Other Activities

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 funding for annual Valley Voice advocacy trips to Sacramento and Washington, D.C.

Staff provides legislative tracking and reporting.

Previous Work

1. Valley Voice Program – Sacramento and Washington, D.C.
2. CALCOG Conference.
3. Participated in meetings and activities of the Valley Legislative Affairs Committee.

Product

1. Valley Voice Program – Sacramento and Washington, D.C.
2. CALCOG Conference and meetings.
3. Legislative tracking and reporting.

Tasks

Task	Description and Responsible Party	% of Work
901.1	Valley Voice Program <ul style="list-style-type: none">• Annual advocacy trips to Sacramento and Washington D.C. Responsible Party: MCTC Staff (September 2023 to March 2024)	65%
901.2	Legislative tracking <ul style="list-style-type: none">• Legislative tracking and reporting Responsible Party: MCTC Staff July 2023 to June 2024	5%

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901.3	CALCOG Conference and meetings • State and Valley wide transportation conferences and events Responsible Party: MCTC Staff	10%
901.4	CALCOG Annual Fees Responsible Party: MCTC Staff June 2024	20%
Total		100%

FTE: .05

901 Lobbying

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	86,000
MCTA		Other Costs	11,000
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	97,000		
Subtotal	97,000	Subtotal	97,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	8,160
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	8,160		
Subtotal	8,160		
Total:	105,160	Total:	105,160

Work Element 902 Other Activities

Objective

To provide information to travelers about transportation services available within Madera County and to encourage the use of alternatives to single occupant commuting. 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. To incorporate CAPTI objectives, as applicable.

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 offer 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) ratio of each FSP beat. First the annual savings in incident delay, fuel consumption and air pollutant emissions due to FSP service are calculated based on the

number of assists, beat geometrics and traffic volumes. The savings are then translated into benefits using monetary values for delay and fuel consumption.

Services provided by the FSP include:

- Changing flat tires
- Jump starting vehicles
- Refilling radiators and taping leaky hoses
- Putting a gallon of fuel in gas tanks
- Towing inoperable vehicles to a safe location of the freeway
- Clearing vehicle damaged in collisions under CHP direction
- Removing debris from traffic lanes under CHP direction
- Monitoring the left shoulder part-time travel lane for visual clearing once it is in operation

The majority of funding for the 14 statewide FSP programs is made available by the State through the State Highway Account (SHS). Approximately \$25.5 million has consistently been budgeted for FSP on an annual basis to provide funding assistance and requires a 25% local match. Annual FSP program costs include the annual capital, operating and administrative costs for providing FSP service. The State's financial contribution to individual FSP programs is allocated on a formula basis consisting of the following:

- 25% on the number of urban freeway lane miles in the participating area
- 50% on the basis of the ratio of the population of the participating area
- 25% on the basis of traffic congestion as ascertained by Caltrans.

For new FSP programs State funding formula allocation is determined by Caltrans who allocates the funding at a maximum over three years as follows so as not to disrupt State funding for existing FSP programs (local funds make-up the difference):

- 33.3% of its full allocation amount in the first full fiscal year following application approval.
- No less than 66.7% of its full allocation amount in the second fiscal year following application approval.
- No less than 100% of its full allocation amount in the third fiscal year following application approval.

Under SB 1, the Road Repair and Accountability Act of 2017, an additional \$25 million in annual funding was made available for FSP program statewide. This additional funding addresses inflationary cost increases for the program while also allowing for further expansion of the program, which should provide more congestion relief, especially in the more heavily populated and congested regions. The SB 1 FSP funding guidelines shows the annual \$25 million distributed as follows:

- Allocation for inflation and service-hour adjustments. \$12.2 million is allocated as an inflationary and service hour adjustment related to the pre-SB 1 Caltrans funding of \$25.4 million, which has been static since 2006/7.

- Allocation for the California Highway Patrol. \$3.75 million is allocated to reimburse the California Highway Patrol to both recognize static Caltrans reimbursements since the 2006/7 budget, and new workload associated with new or expanded FSP service.
- Allocation for New or Expanded Service. 9.05 million is available for allocation to support new or expanded service.

Intelligent Transportation Systems (ITS)

MCTC participated in the Valleywide Intelligent Transportation Systems (ITS) Implementation Committee for the San Joaquin Valley. The ITS plan for the San Joaquin Valley was completed in November 2001. The San Joaquin ITS SDP provides an analysis of needed functional areas, development of a regional ITS architecture, and a recommendation of projects for deployment. Staff continues to participate on the San Joaquin Valley.

ITS architecture maintenance team is to further develop and strengthen a regional architecture consistent with the Federal Highway Administration ITS Architecture and Standards Final Rule. An ITS Architecture Maintenance Plan was formally adopted in July 2005. Other ITS projects include the deployment of a San Joaquin Valley 511 traveler information system in participation with a working group of Valley MPOs. The existing San Joaquin Valley ITS Infrastructure Plan will be amended into the current RTP/SCS plan and added to future RTP/SCS plans until a new ITS plan is developed.

The County of Madera is responsible for the Airport Land Use Compatibility Plan (ALUCP), formerly known as the Comprehensive Land Use Plan (CLUP). The ALUCP was adopted in 2015.

Previous Work

1. Rideshare promotion activities.
2. Contacts with local agencies and Madera County employers.
3. Developed logo, newsletter, and website.
4. Assisted local agencies with the renewal/adoption of Transportation Control Measures according to the Air District's voluntary bump-up to Extreme non-attainment for Ozone.
5. Evaluated and strengthened MCTC Transportation Control Measures.
6. Participated in Phase 1 deployment of the San Joaquin Valley 511 traveler information system.
7. Freeway Service Patrol Data gathering
8. San Joaquin Valley ITS Strategic Deployment Plan.

Product

1. Maintain and update website and develop promotional materials.
2. Report, prepared with Caltrans and CHP, to determine eligibility to apply to

Freeway Service Patrol program.

3. Updates to the ITS Architecture Maintenance Plan, if needed.
4. Updated information on aviation systems planning (planning only) for inclusion in the updates of the RTP.
5. Staff reports on aviation issues.

Tasks

Task	Description and Responsible Party	% of Work
902.1	Rideshare Program <ul style="list-style-type: none"> Represent rideshare program as required. Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
902.2	Rideshare Promotional Materials <ul style="list-style-type: none"> Provide rideshare promotional materials as required. Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.3	Develop Promotional Materials <ul style="list-style-type: none"> Develop/print promotional materials. Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.4	Maintain and update TDM activities on MCTC website Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.5	Community Outreach <ul style="list-style-type: none"> Conduct community outreach activities as needed. Responsible Party: MCTC Staff (July 2020 to June 2023)	10%
902.6	Participate in CalVans joint powers agency Responsible Party: MCTC Staff (As Required)	15%
902.7	Coordination of Trip Reduction Programs <ul style="list-style-type: none"> Coordinate with tribes and major employers on employer-based trip reduction programs for existing and future employment centers. Responsible Party: MCTC Staff (July 2022 to June 2023)	10%

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902.8	Coordination with Caltrans and CHP to determine eligibility to apply to this program (Freeway Service Patrol). Responsible Party: MCTC Staff (July 2022 to December 2022)	15%
902.9	Review Planning issues related to aviation systems planning <ul style="list-style-type: none"> • Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems • Incorporate findings into the RTP/SCS where applicable Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.10	Provide staff analysis of available funding resources for aviation planning projects <ul style="list-style-type: none"> • Analyze and share information for new and existing resources able to support the regions multi-modal systems Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.11	Participate in meetings/workshops related to ITS, aviation, and other modal elements <ul style="list-style-type: none"> • Participate in meeting and workshops hosted by local, regional, state, and Federal partners related to multi-modal transportation Responsible Party: MCTC Staff (July 2022 to June 2023)	15%
	Total	100%

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902 Other Activities

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	26,550	Board Costs and Other Expenses	26,550
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	26,550	Subtotal	26,550
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	<u>60,220</u>	Direct Wages/Benefits plus Indirect:	<u>60,220</u>
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	<u>60,220</u>		
Total:	<u>86,770</u>	Total:	<u>86,770</u>

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. 2024-25 MCTC Overall Work Program and Budget.
2. Quarterly Reports.

Tasks

Task	Description and Responsible Party	% of Work
1001.1	OWP Development <ul style="list-style-type: none">Initiate OWP development processReview IPG and State OWP Guidelines Responsible Party: MCTC Staff (November 2023 to February 2024)	35%
1001.2	Project Identification <ul style="list-style-type: none">Identify local project needs through public input Responsible Party: MCTC Staff (October 2023 to February 2024)	15%
1001.3	Circulation <ul style="list-style-type: none">Develop and circulate Draft OWP and Budget for public and agency review Responsible Party: MCTC Staff (February 2024 to March 2024)	10%

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1001.4	Adoption <ul style="list-style-type: none"> Complete OWP Adopt OWP with compliance certifications and process agreement Responsible Party: MCTC Staff (April 2024)	5%
1001.5	Reporting <ul style="list-style-type: none"> Complete Quarterly Reports Responsible Party: MCTC Staff (Quarterly July 2023 to June 2024)	30%
1001.6	Closeout <ul style="list-style-type: none"> Complete closeout reports FY 22-23 Responsible Party: MCTC Staff (August-September 2023)	5%
Total		100%

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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		Direct Wages/Benefits plus Indirect:	43,954
MCTA			
FHWA-PL	38,912		
FTA-Section 5303			
STIP – PPM (Match)	5,042		
Other			
Subtotal	43,954		
Total:	43,954	Total:	43,954

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.
2. Review and process project claims.
3. Prepare financial reports.
4. MCTA Operating Budget.

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5. Annual Work Program.
6. **Administration of Citizens' Oversight Committee.**
7. **Planning, Programming and Monitoring of Measure "T" projects.**
8. Financial assistance and cash flow analysis.
9. Publication of Measure T Annual Report.

Tasks

Task	Description and Responsible Party	% of Work
1101.1	Conduct MCTA and TAC meetings Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
1101.2	Prepare MCTA Budget Responsible Party: MCTC Staff (May 2024)	5%
1101.3	Maintain MCTA financial records Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
1101.4	Review and process project claims Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
1101.5	Prepare Annual Work Program Responsible Party: MCTC Staff (September 2023, June 2024)	25%
1101.6	Administration of Citizens' Oversight Committee Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
1101.7	Conduct Fiscal Audit Responsible Party: Consultant (October to December 2023)	10%
1101.8	Planning, programming, and monitoring of Measure "T" projects Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
1101.9	Attend conferences including Focus on the Future (November 2023)	5%
	Total	100%

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1101 MCTA Administration

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Financial Assistance, Audits, Annual Report	40,000
MCTA	436,000	Conf/Travel/Other Costs	36,000
FHWA-PL		Consultant	360,000
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	436,000	Subtotal	436,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	<u>92,086</u>
MCTA	<u>92,086</u>		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	<u>92,086</u>		
Total:	<u>528,086</u>	Total:	<u>528,086</u>

Acronyms

AB	Assembly Bill
ADA	Americans with Disabilities Act
AWP	Annual Work Program
CAG	County Association of Governments
CALTRANS	California Department of Transportation
CAPTl	Climate Action Plan for Transportation Infrastructure
CATX	Chowchilla Area Transit Express
CIP	Capital Improvement Plan
CMAQ	Congestion Mitigation Air Quality
CRP	Carbon Reduction Program
COG	Council of Governments
CTC	California Transportation Commission
DBE	Disadvantaged Business Enterprise
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FAST ACT	Fixing America's Surface Transportation Act
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

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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
SRTP	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

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 2023-24 Overall Work Program

		Funds Available by Revenue Source																				
		MCTC	Other	Total	MCTC LTF	SB 125 Transit Funding Program	Member Assessment	MCTA	STIP PPM	SJV REAP Housing 1.0	REAP 2.0	SB-1 Sustainable Communities Formula	SB-1 Sustainable Communities Competitive (For illustrative purposes only)	FHWA PL	Complete Streets PL	FHWA PL Carryover 22-23	FHWA PL Carryover 21-22	FTA 5303	FTA 5303 Carryover 22-23	Total		
Carryover Prior Years					142,878				0	18,010		164,136		0		109,606	117,139	0	9,959	561,728		
Current Year Allocation					345,795		100,000	528,086	78,000	159,562	33,113	168,750	450,000	795,716	20,403		0	69,251	0	2,748,676		
Carryover to Future Year					(65,950)		5,160													(60,790)		
Total Available Funds		1,484,670	1,314,944	2,799,614	422,723		105,160	528,086	78,000	177,572	33,113	332,886	450,000	795,716	20,403	109,606	117,139	69,251	9,959	2,799,614		
3/15/2024 9:20		Expenditures by Agency			Expenditures by Revenue Source																	
Work Element Description		MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	SB 125 Transit Funding Program	Member Assessment	MCTA	STIP PPM	Federal Carryover Match - PPM	SJV REAP Housing 1.0	REAP 2.0	SB-1 Sustainable Communities Formula	SB-1 Sustainable Communities Competitive (For illustrative purposes only)	FHWA PL	Complete Streets PL	FHWA PL Carryover 22-23	FHWA PL Carryover 21-22	FTA 5303	FTA 5303 Carryover 22-23	Total
101	Regional Transportation Plan	155,576		155,576	12,599	5,245				0						97,246		39,498	988			155,576
102	Regional Housing Planning Program - REAP 1.0	7,978	169,594	177,572	0	0				0		177,572				0						177,572
102.1	Regional Early Action Planning Grants of 2021 (REAP) 2.0	33,113		33,113	0					0						0						33,113
104	F Oakhurst Multimodal Corridor Study FY 22-23	5,401	180,000	185,401	21,265					0				164,136	450,000	0						185,401
105	F Regional Growth Forecast FY 23-24	1,950	63,000	64,950	7,450					0				57,500		0						64,950
106		13,664	112,000	125,664	14,414					0				111,250		0						125,664
201	Transit Planning	89,472		89,472	8,972	1,290				0						0						89,472
202	Rail Planning	22,703		22,703	22,703					0						0				69,251	9,959	22,703
301	Active Transportation Planning - CS	79,122		79,122	0					9,075						49,644	20,403					79,122
401	Routes, Corridors, and Routes of Regional Significance	47,090		47,090	5,401	0				0						0						47,090
501	Transportation Development Program	211,216		211,216	24,226					0						186,990		41,689				211,216
502	Project Coordination & Financial Programming	30,038		30,038	0					30,038						0						30,038
601	Travel Demand Model Management	78,897	104,200	183,097	9,049	11,952				0						69,848			92,248			183,097
602	Air Quality Modeling	84,668	9,000	93,668	0					9,711	1,032					74,957		7,968				93,668
603	GIS and Mapping Resources	193,306	8,100	201,406	0					22,172	929					171,134		7,171				201,406
604	Performance Management and Data Development	42,536		42,536	4,879	0				0						37,657						42,536
605	Regional Traffic Monitoring Program	16,480	15,000	31,480	1,891	1,720				0	0					14,590		13,280				31,480
701	Public Participation Program	61,830	27,000	88,830	7,092	3,097				0						54,738			23,903			88,830
801	Transportation Development Act	105,210	67,500	172,710	172,710					0						0						172,710
901	Lobbying	8,160	97,000	105,160	0			105,160		0						0						105,160
902	Other Activities	60,220	26,550	86,770	86,770					0						0						86,770
1001	Overall Work Program	43,954		43,954	0					5,042						38,912						43,954
1101	MCTA Administration	92,086	436,000	528,086	0				528,086	0						0						528,086
Total Expenditures		1,484,670	1,314,944	2,799,614	399,421	23,304	0	105,160	528,086	76,038	1,961	177,572	33,113	332,886	450,000	795,716	20,403	109,606	117,139	69,251	9,959	2,799,614
					422,723					78,000						1,042,864				79,210		

Madera County Transportation Commission
2023-24 Amended Budget
15-Mar-24

Revenues	23-24 Budget	Amend #1	Amend #2	Amend #3	Amend #4	Amend #5	Amended Budget
FHWA PL	\$793,730				\$1,986		\$795,716
Complete Street PL	\$22,487				(\$2,084)		\$20,403
FHWA PL Carryover	\$228,372	\$130	(\$1,757)				\$226,745
FTA 5303	\$68,890				\$361		\$69,251
FTA 5303 Carryover	\$2,948		\$7,011				\$9,959
STIP Carryover	\$0						\$0
STIP Planning	\$78,000						\$78,000
SB-1 Sustainable Communities 23-24	\$164,209		\$4,541				\$168,750
SB-1 Sustainable Communities 22-23	\$164,974	(\$1,446)	\$608				\$164,136
SB-1 Sustainable Communities 21-22	\$0						\$0
SB-1 Sustainable Communities 20-21	\$0						\$0
REAP Housing 1.0	\$130,000		(\$111,990)	\$159,562			\$177,572
REAP 2.0			\$33,113				\$33,113
TDA Carryover	\$5,039	\$25,519	(\$23,663)	\$28,733	(\$1,871)	\$43,171	\$76,928
TDA Administration	\$120,000						\$120,000
TDA Planning	\$225,795						\$225,795
SB 125 Transit Funding Program	\$0						\$0
Member Assessment Fees	\$96,866	\$382	(\$1,098)	\$118	\$432	\$8,460	\$105,160
MCTA Carryover	\$0						\$0
MCTA	\$469,912	\$7,012	\$54,946	(\$329)	\$4,176	(\$7,631)	\$528,086
Other	\$0						\$0
Total Revenues	\$2,571,222	\$31,597	(\$38,289)	\$188,084	\$3,000	\$44,000	\$2,799,614
Non-cash information							
Toll Credits (PL)	\$0						\$0
Toll Credits (5303)	\$0						\$0
Expenses	23-24 Budget						Amended Budget
Salaries & Benefits							
Salaries	\$789,644		\$21,472				\$811,116
ICMA 401(a)	\$114,088		\$3,221				\$117,309
FICA, Employer	\$47,269		\$1,332				\$48,601
Medicare	\$11,450		\$311				\$11,761
Worker's Compensation	\$3,792		\$103				\$3,895
Health	\$133,033	\$1,485	\$20,462				\$154,980
Unemployment Insurance	\$896	\$112					\$1,008
Subtotal Salaries & Benefits	\$1,100,172	\$1,597	\$46,901	\$0	\$0	\$0	\$1,148,670
	Direct \$618,336						\$670,571
	Indirect \$481,836						\$478,099
Indirect Costs							
Admin Consulting Services	\$0	\$40,000		\$20,000		\$40,000	\$100,000
Advertising/Publications	\$2,000						\$2,000
Auto & Cell Allowance	\$4,200						\$4,200
Computer Software	\$8,000		\$1,000				\$9,000
Conference/Training/Education	\$8,000						\$8,000
Equipment Leases	\$9,000						\$9,000
Bldg/Equip. Maint. & Repairs	\$4,000					(\$1,000)	\$3,000
Insurance	\$1,000						\$1,000
Janitorial Services	\$2,000						\$2,000
Legal Services	\$20,000						\$20,000
MCTC Audit	\$24,000	\$1,000					\$25,000
Membership Fees	\$2,000						\$2,000
Miscellaneous	\$6,000						\$6,000
Office Furniture	\$2,000						\$2,000
Office Supplies	\$6,000					\$2,000	\$8,000
Postage	\$1,000						\$1,000
Rent	\$70,000						\$70,000
Technology Related Equipment & Repairs	\$32,000						\$32,000
Telephone/Internet/Website	\$13,000					(\$3,000)	\$10,000
Travel Expenses	\$5,000					\$1,000	\$6,000
Utilities	\$10,000						\$10,000
Valley Coordination	\$6,800					(\$1,000)	\$5,800
Subtotal Indirect Costs	\$236,000	\$41,000	\$1,000	\$20,000	\$0	\$38,000	\$336,000
Other Direct Costs							
Air Quality (Consultant)	\$9,000						\$9,000
Board Costs and Other Costs	\$37,550						\$37,550
Consultant (SB-1 Planning Grant)	\$355,000	(\$15,000)	\$5,800	\$9,200			\$355,000
Consultant (Public Outreach Coordination)	\$0						\$0
Consultant (Regional Housing Program)	\$120,000		(\$101,990)	\$151,584			\$169,594
Consultant (Measure Renewal)	\$350,000		\$10,000				\$360,000
Consultant (Lobbying&Intergovernmental)	\$78,000					\$8,000	\$86,000
Consultant (Transit)							\$0
MCTA Tax Recovery Services	\$10,000						\$10,000
MCTA Conference(s)/Travel	\$8,000						\$8,000
MCTA Fin Asst/Audits/Annual Report	\$36,000	\$4,000					\$40,000
MCTA Project Development	\$6,000						\$6,000
MCTC TDA Audits	\$15,000						\$15,000
MCTC TDA Other Admin Costs	\$7,500						\$7,500
Other MCTA Costs	\$9,000				\$3,000		\$12,000
Public Participation Program	\$30,000						\$30,000
RTP EIR	\$0						\$0
RTP/SCS Development	\$0						\$0
Technical/Modeling On-Call Services	\$100,000						\$100,000
Traffic Model & GIS Support	\$10,500			\$1,800			\$12,300
Traffic Monitoring Program	\$9,500			\$5,500			\$15,000
Translation Services	\$4,000						\$4,000
Triennial Performance Audits	\$40,000					(\$2,000)	\$38,000
Subtotal Other Direct Costs	\$1,235,050	(\$11,000)	(\$86,190)	\$168,084	\$3,000	\$6,000	\$1,314,944
Total Expenses	\$2,571,222	\$31,597	(\$38,289)	\$188,084	\$3,000	\$44,000	\$2,799,614
	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FY 2023-24 Overall Work Program

	Funds Available by Revenue Source																	
	MCTC	Other	Total	MCTC LTF	Member Assessment	MCTA	STIP PPM	SJV REAP Housing 1.0	REAP 2.0	SB-1 Sustainable Communities Formula	SB-1 Sustainable Communities Competitive (For illustrative purposes only)	FHWA PL	Complete Streets PL	FHWA PL Carryover 22-23	FHWA PL Carryover 21 22	FTA 5303	FTA 5303 Carryover 22 23	Total
	Carryover Prior Years			142,878			0	18,010		164,136		0		109,606	117,139	0	9,959	561,728
	Current Year Allocation			345,795	100,000	528,086	78,000	159,562	33,113	168,750	450,000	795,716	20,403		0	69,251	0	2,748,676
Carryover to Future Year				(65,950)	5,160													(60,790)
Total Available Funds	1,484,670	1,314,944	2,799,614	422,723	105,160	528,086	78,000	177,572	33,113	332,886	450,000	795,716	20,403	109,606	117,139	69,251	9,959	2,799,614

3/15/2024 11:50		Expenditures by Agency			Expenditures by Revenue Source																
Work Element Description		MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	Member Assessment	MCTA	STIP PPM	Federal Carryover Match - PPM	SJV REAP Housing 1.0	REAP 2.0	SB-1 Sustainable Communities Formula	SB-1 Sustainable Communities Competitive (For illustrative purposes only)	FHWA PL	Complete Streets PL	FHWA PL Carryover 22-23	FHWA PL Carryover 21-22	FTA 5303	FTA 5303 Carryover 22-23	Total
101	Regional Transportation Plan	155,576		155,576	12,599	5,245			0						97,246		39,498	988			155,576
102	Regional Housing Planning Program - REAP 1.0	7,978	169,594	177,572	0	0			0		177,572				0						177,572
102.1	Regional Early Action Planning Grants of 2021 (REAP) 2.0	33,113		33,113	0				0			33,113			0						33,113
104	F Oakhurst Multimodal Corridor Study FY 22-23	5,401	180,000	185,401	21,265				0				164,136	450,000	0						185,401
105	F Regional Growth Forecast FY 23-24	1,950	63,000	64,950	7,450				0				57,500		0						64,950
106	F Sustainable Communities Strategy Development Update	13,664	112,000	125,664	14,414				0				111,250		0						125,664
201	Transit Planning	89,472		89,472	8,972	1,290			0						0				69,251	9,959	89,472
202	Rail Planning	22,703		22,703	22,703				0						0						22,703
301	Active Transportation Planning - CS	79,122		79,122	0				9,075						49,644	20,403					79,122
401	Routes, Corridors, and Routes of Regional Significance	47,090		47,090	5,401	0			0						0		41,689				47,090
501	Transportation Development Program	211,216		211,216	24,226				0						186,990						211,216
502	Project Coordination & Financial Programming	30,038		30,038	0				30,038						0						30,038
601	Travel Demand Model Management	78,897	104,200	183,097	9,049	11,952			0						69,848			92,248			183,097
602	Air Quality Modeling	84,668	9,000	93,668	0				9,711	1,032					74,957		7,968				93,668
603	GIS and Mapping Resources	193,306	8,100	201,406	0				22,172	929					171,134		7,171				201,406
604	Performance Management and Data Development	42,536		42,536	4,879	0			0						37,657						42,536
605	Regional Traffic Monitoring Program	16,480	15,000	31,480	1,891	1,720			0	0					14,590		13,280				31,480
701	Public Participation Program	61,830	27,000	88,830	7,092	3,097			0						54,738			23,903			88,830
801	Transportation Development Act	105,210	67,500	172,710	172,710				0						0						172,710
901	Lobbying	8,160	97,000	105,160	0		105,160		0						0						105,160
902	Other Activities	60,220	26,550	86,770	86,770				0						0						86,770
1001	Overall Work Program	43,954		43,954	0				5,042						38,912						43,954
1101	MCTA Administration	92,086	436,000	528,086	0		528,086		0						0						528,086
Total Expenditures		1,484,670	1,314,944	2,799,614	399,421	23,304	105,160	528,086	76,038	1,961	177,572	33,113	332,886	450,000	795,716	20,403	109,606	117,139	69,251	9,959	2,799,614
					422,723				78,000						1,042,864				79,210		

Madera County Transportation Commission
2023-24 Amended Budget
15-Mar-24

	23-24 Budget	Amend #1	Amend #2	Amend #3	Amend #4	Amend #5	Amended Budget
Revenues							
FHWA PL	\$793,730				\$1,986		\$795,716
Complete Street PL	\$22,487				(\$2,084)		\$20,403
FHWA PL Carryover	\$228,372	\$130	(\$1,757)				\$226,745
FTA 5303	\$68,890				\$361		\$69,251
FTA 5303 Carryover	\$2,948		\$7,011				\$9,959
STIP Carryover	\$0						\$0
STIP Planning	\$78,000						\$78,000
SB-1 Sustainable Communities 23-24	\$164,209		\$4,541				\$168,750
SB-1 Sustainable Communities 22-23	\$164,974	(\$1,446)	\$608				\$164,136
SB-1 Sustainable Communities 21-22	\$0						\$0
SB-1 Sustainable Communities 20-21	\$0						\$0
REAP Housing 1.0	\$130,000		(\$111,990)	\$159,562			\$177,572
REAP 2.0			\$33,113				\$33,113
TDA Carryover	\$5,039	\$25,519	(\$23,663)	\$28,733	(\$1,871)	\$43,171	\$76,928
TDA Administration	\$120,000						\$120,000
TDA Planning	\$225,795						\$225,795
SB 125 Transit Funding Program	\$0						\$0
Member Assessment Fees	\$96,866	\$382	(\$1,098)	\$118	\$432	\$8,460	\$105,160
MCTA Carryover	\$0						\$0
MCTA	\$469,912	\$7,012	\$54,946	(\$329)	\$4,176	(\$7,631)	\$528,086
Other	\$0						\$0
Total Revenues	\$2,571,222	\$31,597	(\$38,289)	\$188,084	\$3,000	\$44,000	\$2,799,614
Non-cash information							
Toll Credits (PL)	\$0						\$0
Toll Credits (5303)	\$0						\$0
Expenses							
Salaries & Benefits							
Salaries	\$789,644		\$21,472				\$811,116
ICMA 401(a)	\$114,088		\$3,221				\$117,309
FICA, Employer	\$47,269		\$1,332				\$48,601
Medicare	\$11,450		\$311				\$11,761
Worker's Compensation	\$3,792		\$103				\$3,895
Health	\$133,033	\$1,485	\$20,462				\$154,980
Unemployment Insurance	\$896	\$112					\$1,008
Subtotal Salaries & Benefits	\$1,100,172	\$1,597	\$46,901	\$0	\$0	\$0	\$1,148,670
	Direct \$618,336						\$670,571
	Indirect \$481,836						\$478,099
Indirect Costs							
Admin Consulting Services	\$0	\$40,000		\$20,000		\$40,000	\$100,000
Advertising/Publications	\$2,000						\$2,000
Auto & Cell Allowance	\$4,200						\$4,200
Computer Software	\$8,000		\$1,000				\$9,000
Conference/Training/Education	\$8,000						\$8,000
Equipment Leases	\$9,000						\$9,000
Bldg/Equip. Maint. & Repairs	\$4,000					(\$1,000)	\$3,000
Insurance	\$1,000						\$1,000
Janitorial Services	\$2,000						\$2,000
Legal Services	\$20,000						\$20,000
MCTC Audit	\$24,000	\$1,000					\$25,000
Membership Fees	\$2,000						\$2,000
Miscellaneous	\$6,000						\$6,000
Office Furniture	\$2,000						\$2,000
Office Supplies	\$6,000					\$2,000	\$8,000
Postage	\$1,000						\$1,000
Rent	\$70,000						\$70,000
Technology Related Equipment & Repairs	\$32,000						\$32,000
Telephone/Internet/Website	\$13,000					(\$3,000)	\$10,000
Travel Expenses	\$5,000					\$1,000	\$6,000
Utilities	\$10,000						\$10,000
Valley Coordination	\$6,800					(\$1,000)	\$5,800
Subtotal Indirect Costs	\$236,000	\$41,000	\$1,000	\$20,000	\$0	\$38,000	\$336,000
Other Direct Costs							
Air Quality (Consultant)	\$9,000						\$9,000
Board Costs and Other Costs	\$37,550						\$37,550
Consultant (SB-1 Planning Grant)	\$355,000	(\$15,000)	\$5,800	\$9,200			\$355,000
Consultant (Public Outreach Coordination)	\$0						\$0
Consultant (Regional Housing Program)	\$120,000		(\$101,990)	\$151,584			\$169,594
Consultant (Measure Renewal)	\$350,000		\$10,000				\$360,000
Consultant (Lobbying&Intergovernmental)	\$78,000					\$8,000	\$86,000
Consultant (Transit)							\$0
MCTA Tax Recovery Services	\$10,000						\$10,000
MCTA Conference(s)/Travel	\$8,000						\$8,000
MCTA Fin Asst/Audits/Annual Report	\$36,000	\$4,000					\$40,000
MCTA Project Development	\$6,000						\$6,000
MCTC TDA Audits	\$15,000						\$15,000
MCTC TDA Other Admin Costs	\$7,500						\$7,500
Other MCTA Costs	\$9,000				\$3,000		\$12,000
Public Participation Program	\$30,000						\$30,000
RTP EIR	\$0						\$0
RTP/SCS Development	\$0						\$0
Technical/Modeling On-Call Services	\$100,000						\$100,000
Traffic Model & GIS Support	\$10,500			\$1,800			\$12,300
Traffic Monitoring Program	\$9,500			\$5,500			\$15,000
Translation Services	\$4,000						\$4,000
Triennial Performance Audits	\$40,000					(\$2,000)	\$38,000
Subtotal Other Direct Costs	\$1,235,050	(\$11,000)	(\$86,190)	\$168,084	\$3,000	\$6,000	\$1,314,944
Total Expenses	\$2,571,222	\$31,597	(\$38,289)	\$188,084	\$3,000	\$44,000	\$2,799,614
	\$0	\$0	\$0	\$0	\$0	\$0	\$0



STAFF REPORT
Board Meeting of March 20, 2024

AGENDA ITEM: 7-C

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Disclosure and Waiver regarding Concurrent Representation of City of Madera by General Counsel

Enclosure: Yes

Action: Approve Waiver and Execute letter – Resolution 24-02

SUMMARY:

General Counsel for Madera County Transportation Commission (MCTC) has also been appointed City Attorney by the City Council for the City of Madera (City). General Counsel has coordinated with the Executive Director and has kept her informed regarding the same. Although there is no present conflict of interest or litigation between MCTC and the City, there remains a possibility there could be potential conflicts in the future. Out of an abundance of caution, General Counsel is proposing to recuse himself from those items for both the City and MCTC and is seeking a waiver of any potential conflict regarding the same.

DISCUSSION:

The City of Madera is within the service area of MCTC. Two Councilmembers, Mayor Pro Tem Gallegos and Councilmember Rodriguez, currently represent the City as part of MCTC's Policy Board.

Shannon Chaffin of Aleshire & Wynder, LLP, has represented MCTC for approximately seven years as its Assistant or General Counsel on an as-needed basis. After starting representation of the City, it was discovered that there could be occasional contracts between the two agencies. Upon coordinating with both the City Manager and the Executive Director, General Counsel is proposing to fully recuse himself from any contract or similar items and is seeking a waiver of any potential conflict regarding the same. If any other conflict were to arise, the firm would immediately notify the Executive Director and seek direction. As MCTC also serves as the Madera County Transportation Authority (MCTA), the waiver would also apply to that agency.

This consent will not waive any protection that MCTC may have regarding attorney-client communications with us in matters in which the General Counsel represents MCTC. Those communications will remain confidential and will not be disclosed to any third party without MCTC's consent.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

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

In the matter of
**A RESOLUTION OF THE MADERA COUNTY
TRANSPORTATION COMMISSION
APPROVING THE CHAIR TO EXECUTE A
WAIVER (ALESHERE & WYNDER, LLP)**

Resolution No.: **24-02**

WHEREAS, the General Counsel, Shannon Chaffin of Aleshire & Wynder, LLP (“Firm”), was recently appointed City Attorney for the City of Madera; and

WHEREAS, General Counsel coordinated with the Executive Director and has kept her informed regarding the same; and

WHEREAS, although there is no present conflict of interest or litigation between the City and Madera County Transportation Commission, including in its capacity as the Regional Transportation Planning Agency (“RTPA”) and the local Metropolitan Planning Organization (“MPO”) (collectively “MCTC”), there remains a possibility there could be potential conflicts in the future. As such, out of an abundance of caution General Counsel is proposing to recuse himself from those items for both the City and MCTC, and is seeking a waiver of any potential conflict regarding the same; and

WHEREAS, said consent will not waive any protection that MCTC may have with regard to attorney-client communications with us in matters in which General Council represents MCTC, which will remain confidential and will not be disclosed to any third party without the MCTC’s consent; and

WHEREAS, after receiving written disclosure and having been informed regarding the same, the Commission now desires to approve a conflict waiver as presented and authorize the Chair to execute the same.

NOW, THEREFORE, the Policy Board of the Madera County Transportation Commission resolves as follows:

1. The above recitals are true and correct.
2. The Board approves the request for a conflict waiver regarding Aleshire & Wynder, LLP, and the City of Madera, as presented, and authorizes the Chair to execute the same on behalf of MCTC.

3. This resolution is effective immediately upon adoption.

The foregoing resolution was adopted this 20th day of March 2024 by the following vote:

Commissioner Gonzalez	_____
Commissioner Gallegos	_____
Commissioner Ahmed	_____
Commissioner Poythress	_____
Commissioner Rodriguez	_____
Commissioner Rogers	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of March 20, 2024

AGENDA ITEM: 9-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

FY 2024-25 Measure T Estimated Allocation

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The FY 2024-25 Measure "T" Estimated Allocation is included in your package. The estimate provides a not to exceed budget allocation for each agency's Measure "T" program.

The MCTC staff has requested that each jurisdiction prepare its Annual Expenditure Plan (AEP), identifying how each agency anticipates spending the funds in FY 2024-25 per category, including the subcategories. The AEPs will then be incorporated into the Annual Work Program, which will be presented as a draft document at the June Board meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

FY 2024-25 Measure T Estimated Allocation

Gross Allocation	16,200,000.00
Deductions	0.00
Net Allocation	<u>16,200,000.00</u>

Jurisdiction	Population ¹	Rate
County	79,094	0.5001
Madera	65,540	0.4144
Chowchilla	13,514	0.0855
	<u>158,148</u>	

Measure T Programs	Percent		County Allocation	Madera Allocation	Chowchilla Allocation	MCTA Allocation
Commute Corridors/Farm to Market	51.00%	\$ 8,262,000.00				
Regional Streets and Highways Program	26.00%	\$ 4,212,000.00				\$ 4,212,000.00
Regional Rehab	25.00%	\$ 4,050,000.00	\$ 2,025,512.18	\$ 1,678,408.84	\$ 346,078.98	
Safe Routes to School & Jobs	44.00%	\$ 7,128,000.00				
Street Maintenance	13.00%	\$ 2,106,000.00	\$ 1,053,266.33	\$ 872,772.60	\$ 179,961.07	
County Maintenance District, etc	8.75%	\$ 1,417,500.00	\$ 708,929.26	\$ 587,443.09	\$ 121,127.65	
Flexible ²	21.75%	\$ 3,523,500.00	\$ 1,762,195.60	\$ 1,460,215.68	\$ 301,088.72	
ADA Compliance	0.50%	\$ 81,000.00	\$ 40,510.25	\$ 33,568.17	\$ 6,921.58	
Transit Enhancement Program	2.00%	\$ 324,000.00				
Madera County	0.915183%	\$ 148,259.65	\$ 148,259.65			
City of Madera	0.758352%	\$ 122,853.02		\$ 122,853.02		
City of Chowchilla	0.156465%	\$ 25,347.33			\$ 25,347.33	
ADA/Seniors/Paratransit	0.17%	\$ 27,540.00	\$ 13,773.49	\$ 11,413.18	\$ 2,353.33	
Environmental Enhancement Program	2.00%	\$ 324,000.00	\$ 162,040.98	\$ 134,272.70	\$ 27,686.32	
Administration/Planning	1.00%	\$ 162,000.00				\$ 162,000.00
		TOTAL	\$ 5,914,487.74	\$ 4,900,947.28	\$ 1,010,564.98	\$ 4,374,000.00

1-The Population figures are based on 05/01/23 DOF figures.

2-All flexible funds are currently frozen and are not available for programming.



STAFF REPORT
Board Meeting of March 20, 2024

AGENDA ITEM: 9-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Measure T FY 2023-24 Annual Work Program (AWP) Amendment No. 1

Enclosure: Yes

Action: Approve AWP Amendment No. 1, Resolution 22-2 Amendment No. 1

SUMMARY:

The MCTA Board previously approved the FY 2023-24 Annual Work Program (AWP) on October 25, 2023. The AWP serves as the annual funding authority for the Measure “T” program. Included in the AWP is funding for the Road 200 Phase 3 project. The Board previously approved the construction allocation for the project on April 20, 2022, by Resolution 22-2. The County has requested to shift some of the ROW funds to the construction phase in the amount of \$72,000. The new construction allocation is \$7,052,000. The amount of Tier 1/Flexible funds allocated to the project remains at \$7,580,000. Staff recommends approval by Resolution 22-2 Amendment No. 1.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

MADERA COUNTY TRANSPORTATION AUTHORITY

Measure T ANNUAL WORK PROGRAM

Amendment No. 1

Fiscal Year
2023-24

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INTRODUCTION

In November 2006 Madera County voters approved Measure “T”, which allowed a new Transportation Authority to impose a ½ cent retail transaction and use tax for 20 years (between April 1, 2007 and March 31, 2027). This sales tax measure will provide approximately \$218 Million in new revenues for transportation improvements according to financial projections through the year 2027. The allocation of projected sales tax revenues to specific types of transportation funding programs and improvement projects is described in the Investment Plan. The Investment Plan was developed by a Steering Committee who through many weeks of intense discussion and hard work developed the Measure funding program commitments. The Committee realized that providing Measure funds for all modes of transportation would meet the quality of life intent of the new Measure. This would in turn enable agencies within the County to address the needs of residents, businesses, and major industries over the 20-year life of the Measure. The Measure “T” Investment Plan details the following:

1. COMMUTE CORRIDORS/FARM TO MARKET PROGRAM (Regional Transportation Program) - \$111.18 million or 51%.

Authorizes major new projects to:

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

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

- **\$56.68 million** (approximately 26% of the Measure) is directed to fund capacity increasing projects and to leverage federal and State funding.
- **\$54.5 million** (approximately 25% of the Measure) is available for rehabilitation, reconstruction, and maintenance of sections of regional streets and highways.

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

2. SAFE ROUTES TO SCHOOLS AND JOBS PROGRAM (Local Transportation Program) - \$95.92 million or 44%.

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

- **\$47.415 million** (approximately 21.75%) has been guaranteed to each city and the County to meet scheduled maintenance needs and to rehabilitate the aging transportation system.
- Another **\$47.415 million** of "flexible" funding is provided to the local agencies for any transportation project they feel is warranted including:
 - Fill potholes
 - Repave streets
 - County Maintenance District Area improvements
 - Add additional lanes to existing streets and roads
 - Improve sidewalks
 - Traffic control devices to enhance student and public safety
 - Enhance public transit
 - Construct bicycle and pedestrian projects and improvements
 - Separate street traffic from rail traffic

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

- About **\$1.09 million** (approximately 0.5%) is provided to fund local agencies for the ADA Compliance Program including curb cuts and ramps to remove barriers, as well as other special transportation services.

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

3. TRANSIT ENHANCEMENT PROGRAM (Public Transportation Program) - \$4.36 million or 2%.

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

- **\$3.9894 million** (1.83% of Measure funding) is provided to the three (3) transit agencies within the County based upon service area population. Madera County would receive approximately **\$2.0 million** or .92% of Measure funds, the City of Chowchilla would receive **\$0.3 million** or 0.14%, and the City of Madera would receive **\$1.7 million** or 0.77%. The transit agencies would use the funds to address major new expansions of the express, local, and feeder bus services including additional:
 - Routes
 - Buses (including low emission)
 - Night and weekend service
 - Bus shelters and other capital improvements

- Safer access to public transit services
- Carpools
- The remaining **\$370,600** (0.17% of Measure funding) is directed to ADA, Seniors, and Paratransit programs to improve mobility for seniors and individuals with disabilities.

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

4. ENVIRONMENTAL ENHANCEMENT PROGRAM - \$4.36 million or 2%.

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

- Environmental Mitigation
- Air Quality (including road paving to limit PM₁₀ and PM_{2.5} emissions)
- Bicycle/Pedestrian Facilities
- Car/Van Pools

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

5. ADMINISTRATION AND PLANNING PROGRAM - \$2.18 million or 1%.

Measure funding is provided to the Authority to:

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

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

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



FY 2023-24 Measure T Allocation

Gross Allocation	16,000,000.00
Deductions	0.00
Net Allocation	<u>16,000,000.00</u>

Jurisdiction	Population	Rate
County	79,016	0.499633
Madera	65,540	0.414422
Chowchilla	13,592	0.085945
	158,148	

Measure T Programs	Percent	Amount	County Allocation	Madera Allocation	Chowchilla Allocation	MCTA Allocation
Commute Corridors/Farm to Market	51.00%	\$ 8,160,000.00				
Regional Streets and Highways Program	26.00%	\$ 4,160,000.00				\$ 4,160,000.00
Regional Rehab	25.00%	\$ 4,000,000.00	\$ 1,998,533.02	\$ 1,657,687.73	\$ 343,779.25	
Safe Routes to School & Jobs	44.00%	\$ 7,040,000.00				
Street Maintenance	13.00%	\$ 2,080,000.00	\$ 1,039,237.18	\$ 861,997.62	\$ 178,765.20	
County Maint. District, Suppl. Street Maint.	8.75%	\$ 1,400,000.00	\$ 699,486.55	\$ 580,190.71	\$ 120,322.74	
Flexible (*Funds impounded by MCTA)	21.75%	\$ 3,480,000.00	\$ 1,738,723.73	\$ 1,442,188.33	\$ 299,087.94	\$ 3,480,000.00
ADA Compliance	0.50%	\$ 80,000.00	\$ 39,970.66	\$ 33,153.75	\$ 6,875.59	
Transit Enhancement Program	2.00%	\$ 320,000.00				
Madera County	0.91432839%	\$ 146,292.54	\$ 146,292.54			
City of Madera	0.75839226%	\$ 121,342.76		\$ 121,342.76		
City of Chowchilla	0.15727935%	\$ 25,164.70			\$ 25,164.70	
ADA/Seniors/Paratransit	0.17%	\$ 27,200.00	\$ 13,590.03	\$ 11,272.28	\$ 2,337.69	
Environmental Enhancement Prog.	2.00%	\$ 320,000.00	\$ 159,882.65	\$ 132,615.02	\$ 27,502.33	
Administration/Planning	1.00%	\$ 160,000.00				\$ 160,000.00
		TOTAL	\$ 4,096,992.63	\$ 3,398,259.87	\$ 704,747.50	\$ 7,800,000.00

Measure “T” Programming Summary

MCTA

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Bond/Other</u>	<u>Programmed</u>	<u>Balance</u>
Regional Streets and Highways	\$4,408,678	\$328,401	\$4,160,000	\$0	\$5,015,551	\$3,881,528
Flexible Program	\$5,723,893	\$274,720	\$3,480,000	\$0	\$7,818,460	\$1,660,153
Admin/Planning/Other	\$0	\$12,631	\$160,000	\$360,000	\$531,870	\$761
TOTALS	\$10,132,571	\$615,752	\$7,800,000	\$360,000	\$13,365,881	\$5,542,442

County of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$5,679,062	\$156,116	\$1,998,533	\$5,835,178	\$1,998,533
Safe Routes to School & Jobs (Local)	\$7,413,353	\$138,942	\$1,778,695	\$7,552,295	\$1,778,694
Transit Enhancement Program (Public)	\$1,211,743	\$12,488	\$159,883	\$1,224,231	\$159,883
Environmental Enhancement Program	\$302,628	\$12,489	\$159,883	\$475,000	\$0
TOTALS	\$14,606,786	\$320,035	\$4,096,994	\$15,086,704	\$3,937,110

City of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$11,330,041	\$132,087	\$1,657,688	\$7,023,172	\$6,096,644
Safe Routes to School & Jobs (Local)	\$3,377,832	\$117,557	\$1,475,342	\$4,796,050	\$154,682
Transit Enhancement Program (Public)	\$773,716	\$10,567	\$132,615	\$460,000	\$456,898
Environmental Enhancement Program	\$393,073	\$10,567	\$132,615	\$536,255	\$0
TOTALS	\$15,874,662	\$270,778	\$3,398,260	\$12,815,477	\$6,708,224

City of Chowchilla

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$340,347	\$27,567	\$343,779	\$42,553	\$669,140
Safe Routes to School & Jobs (Local)	\$641,415	\$24,534	\$305,964	\$503,923	\$467,990
Transit Enhancement Program (Public)	\$45,390	\$2,205	\$27,502	\$0	\$75,098
Environmental Enhancement Program	\$69,772	\$2,205	\$27,502	\$0	\$99,480
TOTALS	\$1,096,924	\$56,511	\$704,747	\$546,476	\$1,311,708

LOCAL AGENCY ANNUAL EXPENDITURE PLANS

The 20-year measure funding is expected to generate approximately a total of \$218,000,000. A majority of this amount is allocated as pass through funds to the local jurisdictions based on population size. Figure 1 indicates the population percentage of each local jurisdiction for this fiscal year. For FY 2023-24 a total of \$16,000,000 is estimated to be allocated. Figure 2 indicates the amount that will be allocated to each jurisdiction, including the Madera County Transportation Authority.

Figure 1

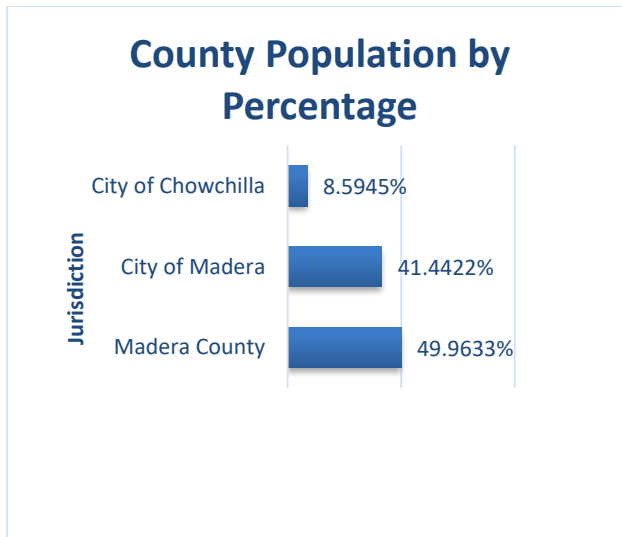
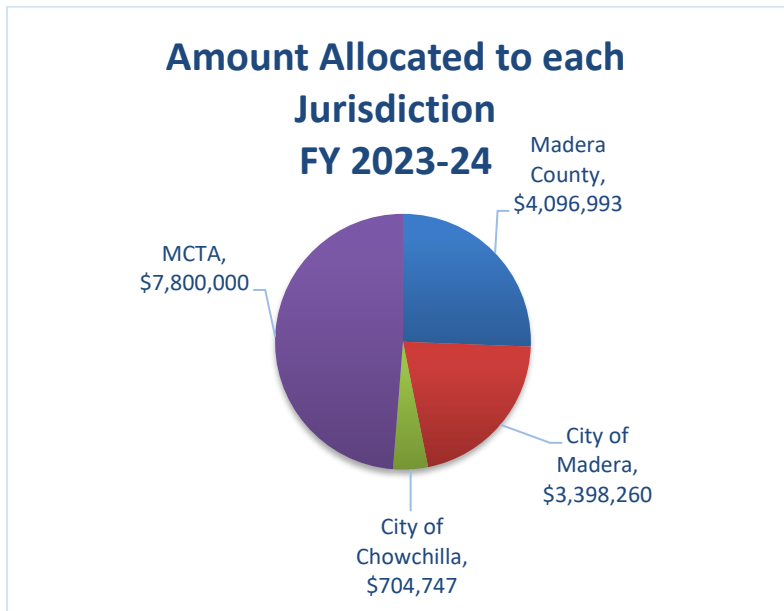


Figure 2



The following pages indicate how each jurisdiction is planning to spend their 2023-24 allocation.

Madera County Transportation Authority

Measure T Annual Expenditure Plan

Fiscal Year 2023-24

<u>Commute Corridors/Farm to Market (Regional)</u>			<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>
<u>Regional Streets and Highways Program</u>			\$4,408,678	\$328,401	\$4,160,000	\$0	\$8,897,079
Project	Environmental Studies & Permits	Right of Way	Plans, Specifications, & Estimates	Construction	Misc.	Total	
SR 41 Passing Lanes						\$ 0	
Road 200 – Fine Gold Creek Bridge				\$ 4,127,500		\$ 4,127,500	
Bond Debt Service					\$ 888,051	\$ 888,051	
Reserve for Next Fiscal Year						\$ 3,881,528	
			Total Projects			\$ 8,897,079	
			Balance			\$ -	

<u>Administration/Planning Program</u>		<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Other</u>	<u>Available</u>
<u>MCTA</u>		\$0	\$12,631	\$160,000	\$360,000	\$532,631
Project	Budget					
Salaries & Benefits	\$ 92,086					
Audits, Fin. Asst.	\$ 50,000					
MCTA Conf/Travel/Other	\$ 20,000					
Renewal Plan	\$ 360,000					
General Proj Dev Costs	\$ 6,000					
Total Projects	\$ 528,086					
Balance	\$ 4,545					

Measure T 2023-24 Annual Work Program

Other Funds Allocated to MCTACarryoverExcessAllocationBond/OtherAvailable**Other Funds (Flexible,
Impact Fees, Local)**

\$5,723,893

\$274,720

\$3,480,000

\$0

\$9,478,613

<u>Project</u>	<u>Environmental Studies & Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, & Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
SR 233 Interchange	\$ -	\$ -	\$ 3,900,000	\$ -	\$ -	\$ 3,900,000
SR 41 Passing Lanes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR99 Widening – Ave 12 to 17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Road 200 – Fine Gold Creek Bridge	\$ -	\$ 28,000	\$ 500,000	\$ 2,924,500	\$ -	\$ 3,452,500
Bond Debt Service					\$ 465,960	\$ 465,960
Reserve for Next Fiscal Year						\$ 1,660,153

Total Projects

\$ 9,478,613

Balance

\$ -

	<u>Environmental Studies & Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, & Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
County of Madera						
Flexible Account	\$ 0	\$ 28,000	\$ 500,000	\$ 2,924,500		\$ 3,452,500
Impact Fees						\$ -
Local Funds						\$ -
City of Madera						
Flexible Account						\$ -
Impact Fees						\$ -
Local Funds						\$ -
City of Chowchilla						
Flexible Account			\$ 3,900,000			\$ 3,900,000
Impact Fees						\$ -
Local Funds						\$ -

Measure T 2023-24 Annual Work Program

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

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

Measure T 2023-24 Annual Work Program

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

	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Later</u>	<u>Total</u>
Oakhurst Mid-Town Connector								
<i>Measure T Regional</i>			\$ 228,500			\$ 759,000	\$ 5,875,000	\$ 6,862,500
<i>Flexible Program</i>	\$ 300,000	\$ 610,000	\$ 228,500			\$ 2,038,000	\$ 4,425,000	\$ 7,601,500
Local Partnership Program							\$ 5,000,000	\$ 5,000,000
								\$ 19,464,000
SR 233 Interchange Improvements								
<i>Measure T Regional</i>							\$ 12,372,156	\$ 12,372,156
<i>Flexible Program</i>	\$ 300,000	\$ 900,000				\$ 600,000	\$ 7,088,844	\$ 8,888,844
<i>Other</i>							\$ 15,700,000	\$ 15,700,000
								\$ 36,961,000
Road 200 Phase III - Fine Gold Creek Bridge								
<i>Measure T Regional</i>							\$ 4,127,500	\$ 4,127,500
<i>Flexible Program</i>							\$ 3,452,500	\$ 3,452,500
<i>Other</i>							\$ 4,987,000	\$ 4,987,000
								\$ 12,567,000
Cleveland Avenue Widening								
Measure T Regional							\$ 1,600,000	\$ 1,600,000
Flexible Program							\$ 1,800,000	\$ 1,800,000
Other							\$ 350,000	\$ 350,000
								\$ 3,750,000
Gateway Avenue Widening								
Measure T Regional							\$ 2,940,000	\$ 2,940,000
Flexible Program							\$ 3,160,000	\$ 3,160,000
Other							\$ 2,500,000	\$ 2,500,000
								\$ 8,600,000
Measure T Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 0	\$ 3,397,000	\$ 46,850,000	\$ 52,814,000
Yearly Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 0	\$ 3,397,000	\$ 70,487,000	\$ 76,451,000

County of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2023-24

<i>Commute Corridors/Farm to Market (Regional)</i>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Rehab, Reconstruct, Maintenance Program</u>	\$ 5,679,062	\$ 156,116	\$ 1,998,533	\$ 7,833,711
<u>Project</u>	<u>Budget</u>			
<i>Pavement Management System</i>	\$ 100,000			
<i>Ave 7 Rehab (match for LPP)(6360ALPP-Ave7)</i>	\$ 1,582,026			
<i>Road 200 Phase 3 Bridge (6094)</i>	\$ 2,000,000			
<i>Midtown Connector-Mitigation (5659)</i>	\$ 250,000			
<i>Ave 25 Bridge Replacement (match) (6065)</i>	\$ 675,000			
<i>Ave 15 Rehabilitation (TBD)</i>	\$ 1,228,152			
<i>Reserve for Future Projects</i>	\$ 1,998,533			
Total Projects	<u>\$ 7,833,711</u>			
Balance	\$ -			

<i>Safe Routes to School & Jobs (Local)</i>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Street Maintenance Program</u>	\$ 3,821,338	\$ 81,180	\$ 1,039,237	\$ 4,941,755
<u>Project</u>	<u>Budget</u>			
<i>Surface Treatment</i>	\$ 1,000,000			
<i>Misc. Road Maintenance</i>	\$ 2,902,518			
<i>Reserve for Next Fiscal Year</i>	\$ 1,039,237			
Total Projects	<u>\$ 4,941,755</u>			
Balance	\$ -			
<u>County Maintenance Districts</u>	\$ 3,247,583	\$ 54,640	\$ 699,486	\$ 4,001,709
<u>Project</u>	<u>Budget</u>			
<i>Surface Match Treatment</i>	\$ 2,500,000			
<i>Misc. Road Maintenance</i>	\$ 802,223			
<i>Reserve for Next Fiscal Year</i>	\$ 699,486			
Total Projects	<u>\$ 4,001,709</u>			
Balance	\$ -			

Measure T 2023-24 Annual Work Program

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Flexible Program

\$ 0 \$ 0 \$ 1,738,724

Project	Budget
<i>Impounded for Regional Projects</i>	\$ 1,738,724
Total Projects	<u>\$ 1,738,724</u>
Balance	\$ -

ADA Compliance

\$ 344,432 \$ 3,122 \$ 39,971 \$ 387,525

Project	Budget
<i>Project Match</i>	\$ 347,554
<i>Reserve for Next Fiscal Year</i>	\$ 39,971
Total Projects	<u>\$ 387,525</u>
Balance	\$ -

Transit Enhancement Program (Public)

Carryover	Excess	Allocation	Available
\$ 1,070,639	\$ 11,427	\$ 146,293	\$ 1,228,359

Project	Budget
<i>Transit Administration/Project Match</i>	\$ 1,082,066
<i>Reserve for Next Fiscal Year</i>	\$ 146,293
Total Projects	<u>\$ 146,293</u>
Balance	\$ -

ADA / Seniors / Paratransit

\$ 141,104 \$ 1,061 \$ 13,590 \$ 155,755

Project	Budget
<i>Transit Administration/Project Match</i>	\$ 142,165
<i>Reserve for Next Fiscal Year</i>	\$ 13,590
Total Projects	<u>\$ 155,755</u>
Balance	\$ -

Environmental Enhancement Program

Carryover	Excess	Allocation	Available
\$ 302,628	\$ 12,489	\$ 159,883	\$ 475,000

Total for all Sub-programs

Project	Budget
<i>CMAQ Project Match</i>	\$ 475,000
<i>Environmental Enhancement Project</i>	
<i>Reserve for Next Fiscal Year</i>	
Total Projects	<u>\$ 475,000</u>
Balance	\$ -

City of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2023-24

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

Rehab, Reconstruct, Maintenance Program \$ 11,330,041 \$ 132,087 \$ 1,657,688 **\$ 13,119,816**

Project	Budget
R-10 - Olive Ave. Widening	\$ 4,911,672
R-79 – RMRA Seals/Overlays 2021-22	\$ 1,075,000
R-81 - City Streets 3R & ADA Project 2022-23	\$ 850,000
R-87 – Almond/Pine/Stadium Traffic Study	\$ 120,000
TS-32 - D Street/South Street Traffic Signal	\$ 66,500
	\$ -
Total Projects	\$ 7,023,172
Balance	\$ 6,096,644

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

Street Maintenance Program \$ 1,966,060 \$ 68,685 \$ 861,998 **\$ 2,896,743**

Project	Budget
Overlays – R-99 2024 Street R&R Project	\$ 1,000,000
Chip Seals/Slurry Seals/Microslurry – R99 2024 Street R&R Project	\$ 500,000
Preventative Maintenance Treatments – 2024 Street R&R Project	\$ 500,000
Patching/Street Maintenance – Transfer to PW FY 23/24 Budget	\$ 860,000
Reserve for Next Fiscal Year	\$ -
Total Projects	\$ 2,860,000
Balance	\$ 36,743

Supplemental Street Maintenance Program \$ 1,244,357 \$ 46,230 \$ 580,191 **\$ 1,850,778**

Project	Budget
R-80 RMRA Seals/Overlays 2022-23 Overlays	\$ 1,000,000
Chip Seal – R-99 2024 Street R&R Project	\$ 200,000
Dust Mitigation	\$ -
Patching/Street Maintenance – R-99 2024 Street R&R Project	\$ 200,000
Other: Storm Drain Improvements	\$ 400,000
Reserve for Next Fiscal Year	\$ -
Total Projects	\$ 1,800,000
Balance	\$ 50,778

Measure T 2023-24 Annual Work Program

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Flexible Program

\$ - \$ - \$ 1,442,188

Item 9-9-B. 8

Project	Budget
MCTA Impound for matching	\$ 1,442,188
Total Projects	\$ 1,442,188
Balance	\$ -

ADA, Seniors, Paratransit

\$ 167,415 \$ 2,642 \$ 33,154 \$ 203,211

Project	Budget
R-58 Schnoor Ave Sidewalks	\$ 103,000
R-93 Washington School Sidewalks	\$ 33,050
Total Projects	\$ 136,050
Balance	\$ 67,161

Transit Enhancement ProgramCarryover Excess Allocation Available

\$ 659,254 \$ 9,669 \$ 121,343 \$ 790,266

Project	Budget
Bus Shelter Relocation Project	\$ 400,000
Transit Center Canopy Construction	\$ 60,000
Total Projects	\$ 460,000
Balance	\$ 330,266

ADA / Seniors / Paratransit

\$ 114,462 \$ 898 \$ 11,272 \$ 126,632

Project	Budget
Reserve for Next Fiscal Year	\$ -
Total Projects	\$ -
Balance	\$ 126,632

Environmental Enhancement ProgramCarryover Excess Allocation Available**Total for all Sub-programs**

\$ 393,073 \$ 10,567 \$ 132,615 \$ 536,255

Project	Budget
ALY-01 Torres Way Alley Paving	\$ 229,500
ALY-03 CMAQ Alley Paving Project	\$ 160,000
PK-48 Tulare /Cleveland/Raymond Bike Path	\$ 19,325
R-58 Schnoor Ave Sidewalks, Sunset to River	\$ 53,800
R-93 Washington School Sidewalks	\$ 100,000
Total Projects	\$ 562,625
Balance	\$ (26,370)

City of Chowchilla

Measure T Annual Expenditure Plan
Fiscal Year 2023-24

<i>Commute Corridors/Farm to Market (Regional)</i>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Rehab, Reconstruct, Maintenance Program</u>	\$ 340,347	\$ 27,567	\$ 343,779	\$ 711,693
<u>Project</u>	<u>Budget</u>			
<i>Ave 24 Reconstruction</i>	\$ 42,553			
<i>Reserve for Next Fiscal Year</i>	\$ 669,140			
Total Projects	\$ 711,693			
Balance	\$ -			
<i>Safe Routes to School & Jobs (Local)</i>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Street Maintenance Program</u>	\$ 168,085	\$ 14,335	\$ 178,765	\$ 361,185
<u>Project</u>	<u>Budget</u>			
<i>Overlays</i>	\$ -			
<i>Chip Seal</i>	\$ -			
<i>Other Seals</i>	\$ -			
<i>Patching</i>	\$ 200,000			
<i>Reserve for Next Fiscal Year</i>	\$ 161,185			
Total Projects	\$ 361,185			
Balance	\$ -			
<u>Supplemental Street Maintenance Program</u>	\$ 113,134	\$ 9,648	\$ 120,323	\$ 243,105
<u>Project</u>	<u>Budget</u>			
<i>Overlays</i>	\$ -			
<i>Chip Seal</i>	\$ -			
<i>Dust Mitigation</i>	\$ -			
<i>Patching</i>	\$ 150,000			
<i>Reserve for Next Fiscal Year</i>	\$ 93,105			
Total Projects	\$ 243,105			
Balance	\$ -			

Measure T 2023-24 Annual Work Program

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Flexible Program

\$ 348,620 \$ 23,983 \$ 299,088

1

Project	Budget
<i>Impounded for Regional Projects</i>	\$ 323,071
<i>Chowchilla Blvd. Rehabilitation</i>	\$ 153,923
<i>Reserve for Next Fiscal Year</i>	\$ 194,697
Total Projects	\$ 697,691
Balance	\$ -

ADA Compliance

\$ 11,576 \$ 551 \$ 6,876 \$ 19,003

Project	Budget
<i>Humboldt Storm Drain Improvement Project</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 19,003
Total Projects	\$ 19,003
Balance	\$ -

Transit Enhancement Program (Public)

<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
\$ 39,460	\$ 2,018	\$ 25,165	\$ 66,643

Project	Budget
<i>Catx Bus Purchase</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 66,643
Total Projects	\$ 66,643
Balance	\$ -

ADA / Seniors / Paratransit

\$ 5,930 \$ 187 \$ 2,338 \$ 8,455

Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ 8,455
Total Projects	\$ 8,455
Balance	\$ -

Environmental Enhancement Program

<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
------------------	---------------	-------------------	------------------

Total for all Sub-programs

\$ 69,772 \$ 2,205 \$ 27,502 \$ 99,480

Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ 99,480
Total Projects	\$ 99,480
Balance	\$ -

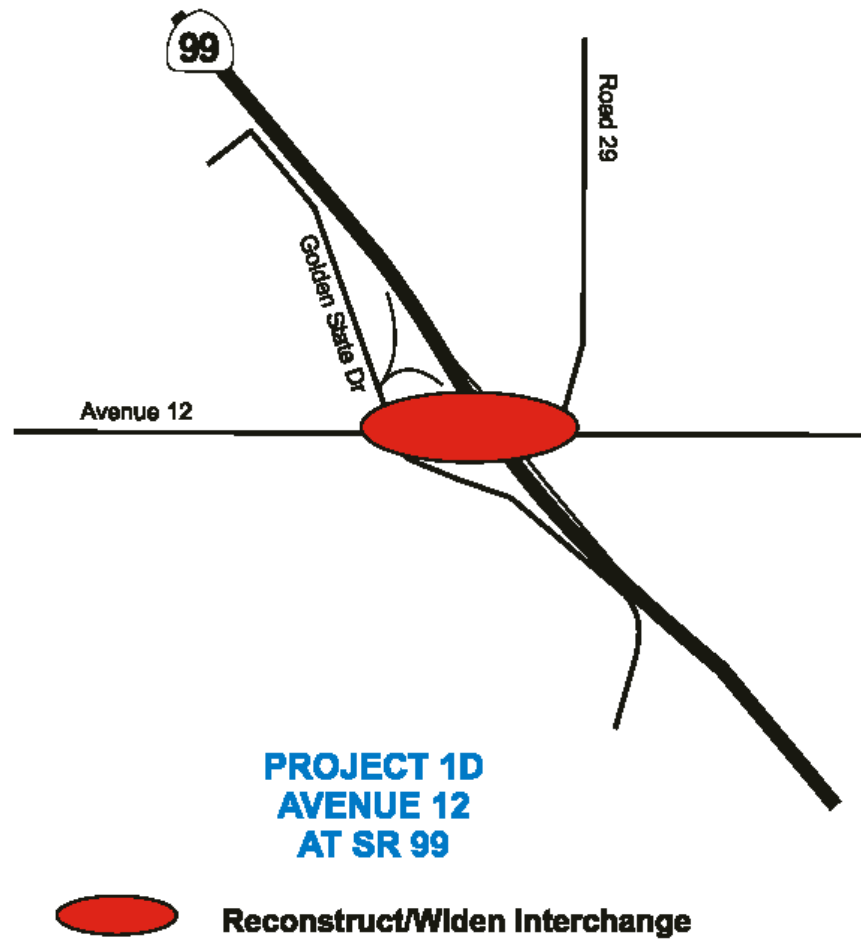
Other Reports

Measure T Fiscal Year Receipts from CDTFA

Year	Month	Monthly Advance	Adjust to Actual	Quarterly Interest	Monthly Totals	Misc Revenues	Annual Receipts	Misc Expenditures	Net Proceeds	CDTFA Admin Fee
2022	Jul	1,162,400	197,041.67		1,359,441.67					
	Aug	-	1,790,432.71		1,790,432.71					37,230
	Sep	1,015,400	169,109.10	5,750.87	1,190,259.97					
	Oct	1,034,000	210,518.66		1,244,518.66					
	Nov	-	1,702,577.36		1,702,577.36					37,230
2023	Dec	951,100	259,819.03	11,444.11	1,222,363.14					
	Jan	951,800	171,137.37		1,122,937.37					
	Feb	-	1,772,290.76		1,772,290.76					37,230
	Mar	915,500	238,683.19	25,199.97	1,179,383.16					
	Apr	868,200	136,783.82		1,004,983.82					
	May	-	1,507,993.77		1,507,993.77					38,290
	Jun	1,017,900	190,394.50	14,888.17	1,223,182.67					
		7,916,300.00	8,346,781.94	57,283.12	16,320,365.06	-	16,263,081.94	-	16,320,365.06	149,980

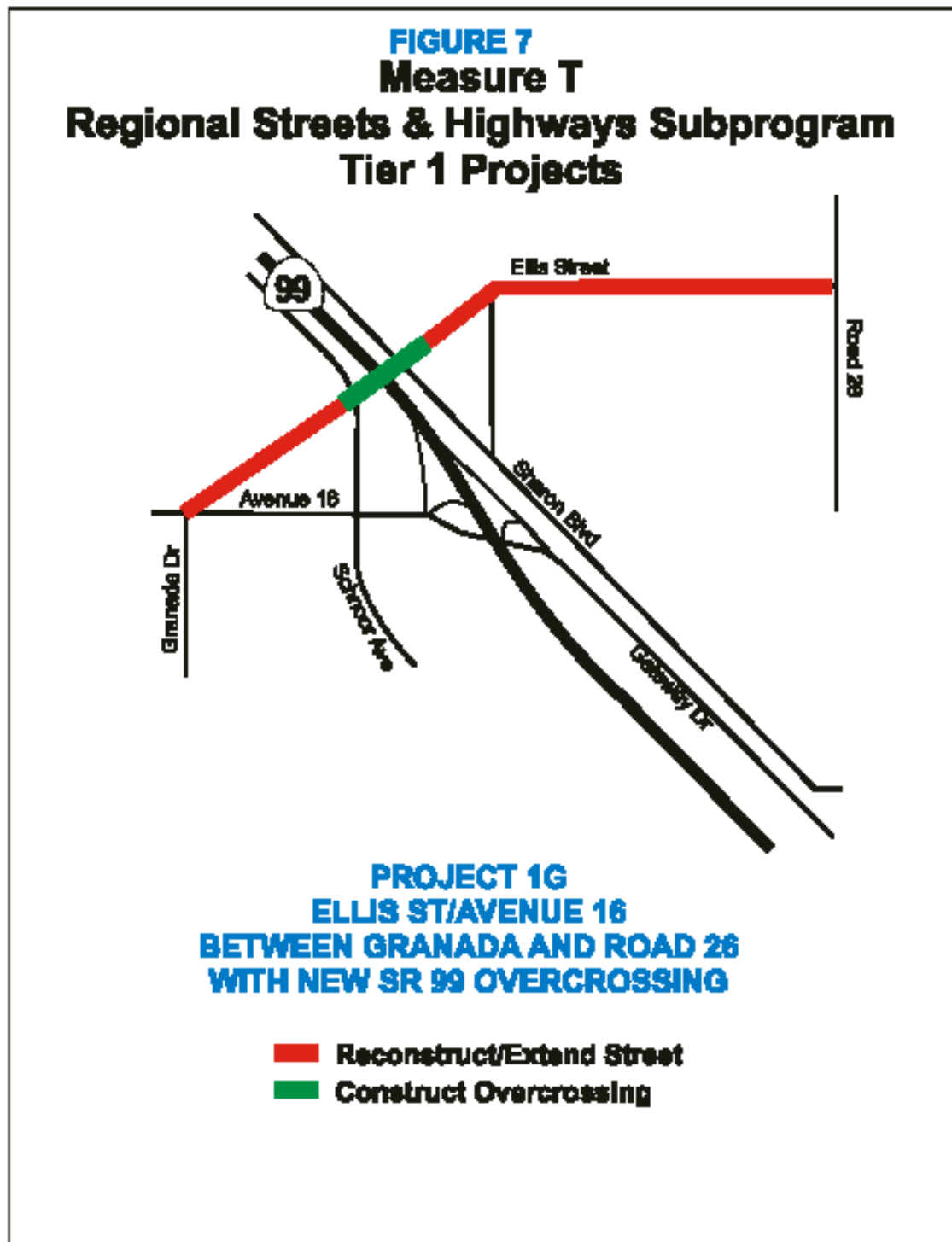
APPENDIX

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



VRPA Technologies, Inc.

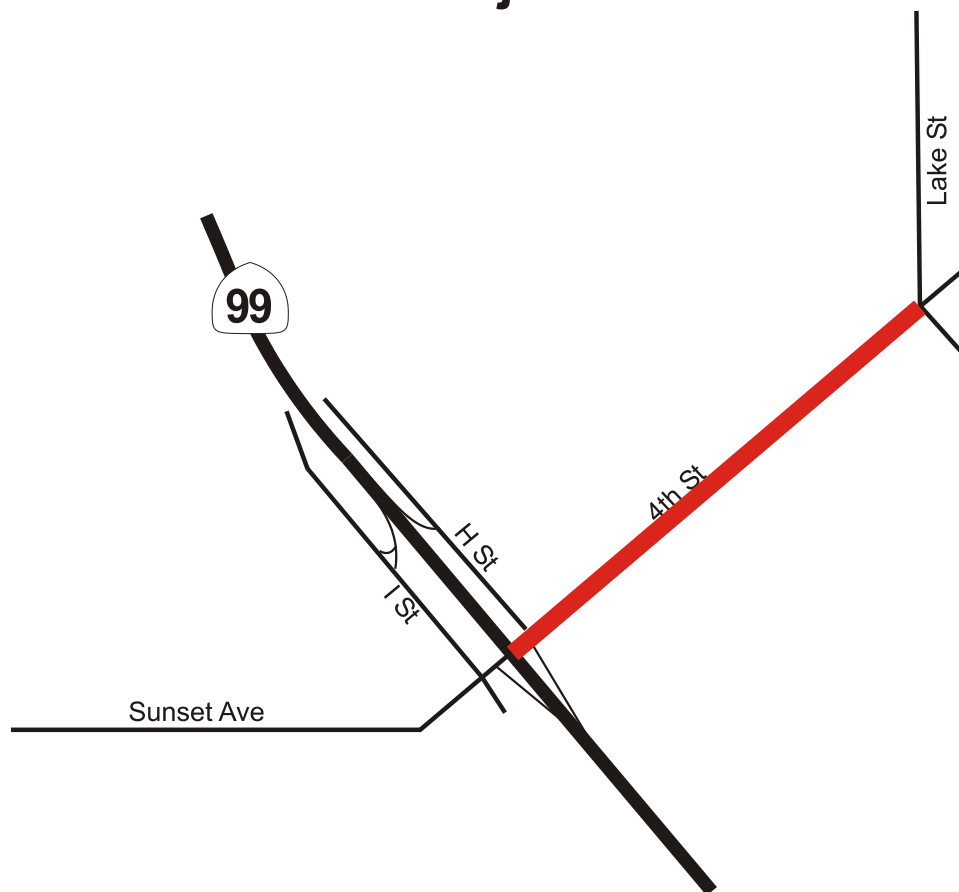
Map of Avenue 12 Interchange Project



VRPA Technologies, Inc.

Map of Ellis Street Overcrossing Project

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

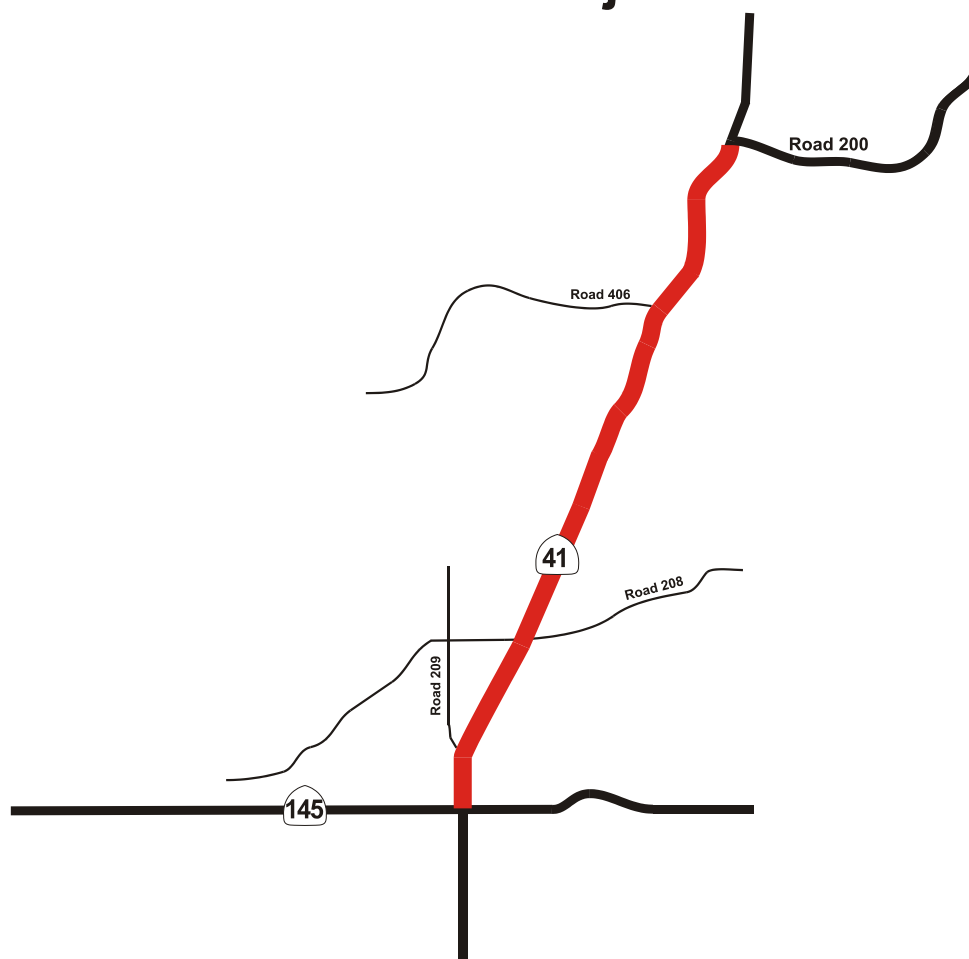


PROJECT 1N
4TH AVENUE
BETWEEN SR 99 AND LAKE ST

Reconstruct/Widen From 2 to 4 Lanes with Railroad Crossing

Map of 4th Street Widening

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



PROJECT 1A
SR 41
BETWEEN SR 145 AND ROAD 200

■ **Construct Passing Lanes**

Map of SR 41 Passing Lanes

Map of Oakhurst Mid-Town Connector

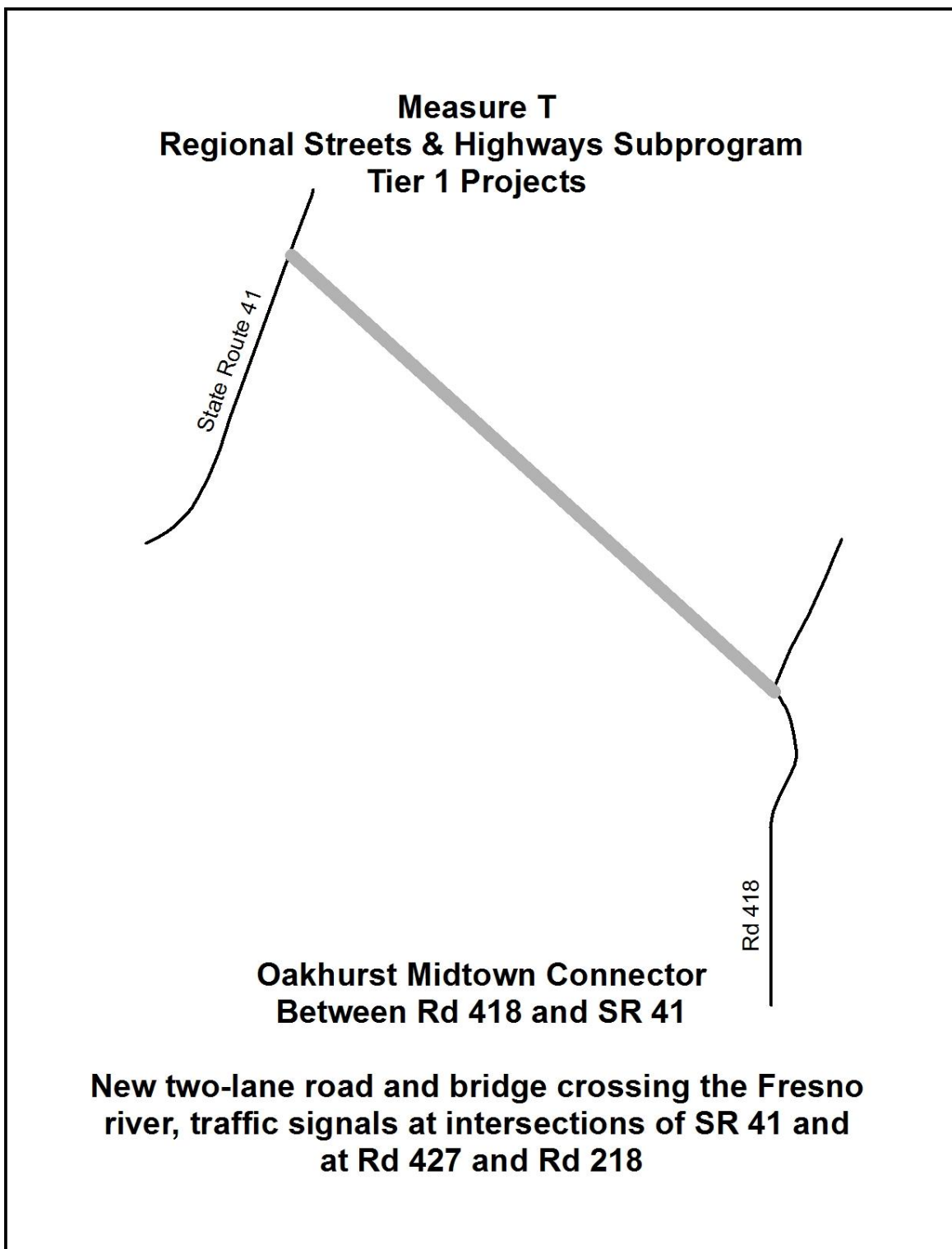
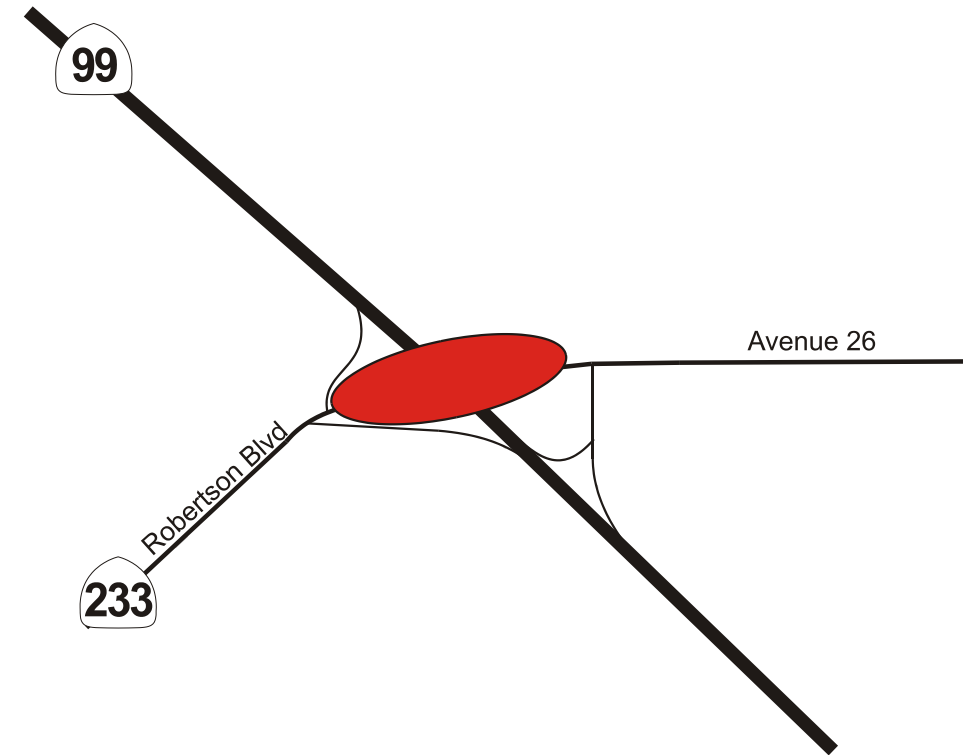


FIGURE 6
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1F
SR 233
AT SR 99

 **Reconstruct/Widen Interchange**

Madera 2022 STIP Program

Madera

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component					
									22-23	23-24	24-25	25-26	26-27	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Highway Projects:																			
Madera CTC		6L05	Planning, programming, and monitoring			May-21	79	79	0	0	0	0	0	0	79	0	0	0	0
Madera CTC		6L05	Planning, programming, and monitoring				313	78	78	78	79	0	0	0	313	0	0	0	0
Total Programmed or Voted since July 1, 2020							392	157	78	78	79	0	0	0	392	0	0	0	0
COVID Projects:																			
Caltrans	99	6297	South of Madera, Ave 7-Ave 12, 6-lane widen (RIP)(20S-26)				832	832	0	0	0	0	0	602	0	0	0	230	0
Madera CTC		6L05	Planning, programming, and monitoring (20S-26)				44	44	0	0	0	0	0	0	44	0	0	0	0
Total 2021 Mid-Cycle STIP Programming							875	875	0	0	0	0	0	602	44	0	0	230	0
PROPOSED 2022 PROGRAMMING																			
Highway Project Proposals:																			
Madera CTC		6L05	Planning, programming, and monitoring				-235	0	-78	-78	-79	0	0	0	-235	0	0	0	0
Madera CTC		6L05	Planning, programming, and monitoring				373	0	78	78	73	72	72	0	373	0	0	0	0
Subtotal, Highway Proposals							138	0	0	0	-6	72	72	0	138	0	0	0	0
Total Proposed 2022 STIP Programming							138												
	Balance of STIP County Share, Madera																		
	Total County Share, June 30, 2021							(6,167)											
	Total Now Programmed or Voted Since July 1, 2020							392											
	Unprogrammed Share Balance							0											
	Share Balance Advanced or Overdrawn							6,559											
	Proposed New Programming							138											
	COVID Programming							875											

Madera County Transportation Authority

2001 Howard Road, Suite 201 Madera, CA 93637

Madera County Transportation Authority

Resolution for Authorization for Construction Allocation

Resolution 22-2 Amendment No.1

- 1.1 WHEREAS**, Madera County has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- **Road 200 Phase 3 Fine Gold Creek Bridge Replacement**
- 1.2 WHEREAS**, Madera County has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the STATE CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the project will include construction of a new bridge to replace the structurally deficient bridge currently in place along with improvements to roadway geometrics by realigning the road crossing of Road 200 at Fine Gold Creek; and
- 1.4**
- 1.5 WHEREAS**, the Madera County Transportation Authority has considered the information contained in the Mitigated Negative Declaration; and
- 1.6 WHEREAS**, the project will not have a significant effect on the environment;
- 2.1 WHEREAS**, Madera County has requested Measure T Tier I/Flexible funding in the amount of \$7,052,000 for the Road 200 Phase 3 Fine Gold Creek Bridge Replacement project; and
- 2.2 WHEREAS**, the following is the proposed funding scheme for the Road 200 Phase 3 Fine Gold Creek Bridge Replacement project:

Road 200 Phase 3 Fine Gold Creek Bridge

	E&P, PS&E	ROW	CON	Total
<i>Measure T Regional</i>	\$ -	\$ -	\$ 4,127,500	\$ 4,127,500
<i>Measure T Flexible</i>	\$ 500,000	\$ 28,000	\$ 2,924,500	\$ 3,452,500
<i>Local Measure T Regional Rehab</i>	\$ 200,000		\$ 4,787,000	\$ 4,987,000
	\$ 700,000	\$ 28,000	\$ 11,839,000	\$ 12,567,000

	CON
<i>Measure T Regional</i>	\$ 4,127,500
<i>Measure T Flexible</i>	\$ 2,924,500
	\$ 7,052,000

- 3.1 WHEREAS**, the Madera County Transportation Authority has received approved plans and specifications from Madera County; and

3.2 WHEREAS, Madera County will advance construction of the project with their local funds and then request reimbursement from the Madera County Transportation Authority when Regional funds are available at a later date;

4.1 NOW, THEREFORE, BE IT RESOLVED that the Madera County Transportation Authority does hereby authorize a construction allocation for the Road 200 Phase 3 Fine Gold Creek Bridge Replacement project in the amount of \$7,052,000 Measure T Tier I/Flexible funds.

The foregoing resolution was adopted by the MCTA Policy Board on this 20th day of March 2024 by the following vote:

Commissioner Cecelia Gallegos voted:	_____
Commissioner Leticia Gonzalez voted:	_____
Commissioner David Rogers voted:	_____
Commissioner Waseem Ahmed voted:	_____
Commissioner Robert Poythress voted:	_____
Commissioner Jose Rodriguez voted:	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of March 20, 2024

AGENDA ITEM: 10-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Measure T Renewal Update

Enclosure: No

Action: Information and Discussion Only. Direction may be provided

SUMMARY:

A verbal update from staff and DKS Associates will be provided regarding the Measure T Renewal efforts.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.