



Meeting of the
Madera County Transportation Commission
Policy Board Meeting

LOCATION

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

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

DATE

September 23, 2020

TIME

3:00 PM

Policy Board Members

Commissioner Max Rodriguez, Chair
Commissioner Jose Rodriguez, Vice Chair
Commissioner Waseem Ahmed
Commissioner Brett Frazier
Commissioner Andy Medellin
Commissioner Tom Wheeler

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

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



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

SPECIAL NOTICE

Important Notice Regarding COVID 19

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

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

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

<https://register.gotowebinar.com/register/5326474539273530384>

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

You can also dial in using your phone

1 (213) 929-4221

1 (877) 309-2074 (Toll Free)

Access Code: 394-024-143

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

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to publiccomment@maderactc.org or by calling 559-675-0721 **no later than 10:00 am on 9/23/2020**. Comments will be shared with the Policy Board and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

AGENDA

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

INTERPRETING SERVICES

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

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

MEETING CONDUCT

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

RECORD OF THE MEETING

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

Agenda

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

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

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. **TRANSPORTATION CONSENT ITEMS**

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

A. Congestion Mitigation & Air Quality (CMAQ) Apportionment Loan

Enclosure: Yes

Action: Information and Discussion Only

B. SB-1 Sustainable Communities Grant SR 233/Robertson Blvd Multimodal Corridor Study, Update

Enclosure: Yes

Action: Information and Discussion Only

C. Caltrans FY 2021-22 Sustainable Transportation Planning Grants

Enclosure: No

Action: Information and Discussion Only

- D.** Short Line Rail Improvement Program Call for Projects
Enclosure: No
Action: Information and Discussion Only
- E.** California Transportation Plan (CTP) 2050
Enclosure: Yes
Action: Information and Discussion Only
- F.** Central Valley Wye Final Supplemental Environmental Impact Report/Environmental Impact Statement WYE Madera County Task Force Response
Enclosure: No
Action: Information and Discussion Only

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

- A.** California Transportation Commissioner, Lee Ann Eager – Meet and Greet
Enclosure: No
Action: Information and Discussion Only
- B.** Madera County Travel Demand Model Update
Enclosure: No
Action: Information and Discussion Only
- C.** Explore Formation of a Council of Governments (COG) for the Madera Region
Enclosure: No
Action: Direct staff to explore further with counsel and local jurisdictions
- D.** September 2020 Valley Voice Trip, Washington D.C.
Enclosure: Yes
Action: Information and Discussion Only

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

7. ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Committee or public wishes

to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

A. Executive Minutes – July 22, 2020

Enclosure: Yes

Action: Approve Minutes

B. Transportation Development Act (STA) – Apportionment, Resolution 20-05 Amendment No. 1

Enclosure: Yes

Action: Approve Resolution 20-05 Amendment No. 1

C. Transportation Development Act (LTF, STA) – Allocation, Resolution 20-08 Amendment No. 1, Resolution 20-09 Amendment No. 1

Enclosure: Yes

Action: Approve Resolution 20-08 Amendment No. 1, Resolution 20-09 Amendment No. 1

D. Transportation Development Act (TDA) Fund Compliance Audit Report for Fiscal Year ended June 30, 2019: City of Madera

Enclosure: Yes

Action: Accept TDA Compliance Audit Report

E. Triennial Performance Audit Request for Proposals (RFP)

Enclosure: Yes

Action: Authorize release of RFP

F. Planning, Programming, and Monitoring (PPM) Fund Transfer Agreements – Resolution 20-12

Enclosure: Yes

Action: Approve Resolution 20-12

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. FY 2020-21 Overall Work Program & Budget – Amendment No. 1

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 1

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

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

A. Measure T Citizens’ Oversight Committee Annual Report

Enclosure: Yes

Action: Information and Discussion Only

B. Self-Help Counties Coalition Focus on the Future Conference

Enclosure: No

Action: Information and Discussion Only

10. AUTHORITY – ACTION/DISCUSSION ITEMS

A. Measure T FY 2020-21 Annual Work Program

Enclosure: Yes

Action: Approve the 2020-21 Measure “T” Annual Work Program and the disbursement of interest earned through June 30, 2020

OTHER ITEMS

11. MISCELLANEOUS

- A. Items from Caltrans
- B. Items from Staff
- C. Items from Commissioners

12. CLOSED SESSION

- A. NONE

13. ADJOURNMENT

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



STAFF REPORT
Board Meeting of September 23, 2020

AGENDA ITEM: 4-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Congestion Mitigation & Air Quality (CMAQ) Apportionment Loan

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Our partner agency in San Joaquin County, San Joaquin Council of Governments (SJCOG), contacted MCTC staff to inquire about loaning them Madera region CMAQ apportionments. The Madera region has unobligated balances of nearly \$2.0 Million. MCTC will loan \$1,500,000 of CMAQ apportionments to SJCOG effective the date of the signed letter. SJCOG will repay the borrowed \$1,500,000 in CMAQ apportionments to MCTC in October of 2020 (i.e., at the start of FFY 20/21), contingent upon federal disbursement of apportionments to SJCOG for FFY 20/21 at anticipated levels.

The letter of understanding sets forth MCTC and SJCOG's intent for loan of the identified CMAQ apportionments and requests the California Department of Transportation to adjust each Region's apportionment balance effective the date of the letter and upon loan repayment. This exchange will allow SJCOG to advance and obligate additional CMAQ funded projects within FFY 19/20, and reduces MCTC's unobligated balance of CMAQ funds, and returns those funds to MCTC in advance of their planned obligations in later years.

FISCAL IMPACT:

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



August 19, 2020

Mr. Robert Nguyen, Office of Project Implementation North HQ
Division of Local Assistance
California Department of Transportation
1120 "N" Street
Sacramento, CA 95814

RE: Exchange of Congestion Mitigation Air Quality (CMAQ) apportionments between the Madera County Transportation Commission (MCTC) and the San Joaquin Council of Governments (SJCOG)

Dear Mr. Nguyen,

This letter constitutes our understanding of a loan of CMAQ apportionments between MCTC and SJCOG. MCTC will loan \$1,500,000 of CMAQ apportionments to SJCOG effective the date of this signed letter. SJCOG will repay the borrowed \$1,500,000 in CMAQ apportionments to MCTC in October of 2020 (i.e., at the start of FFY 20/21), contingent upon federal disbursement of apportionments to SJCOG for FFY 20/21 at anticipated levels.

This letter of understanding sets forth MCTC and SJCOG's intent for loan of the identified CMAQ apportionments and requests the California Department of Transportation to adjust each Region's apportionment balance effective the date of this letter and upon loan repayment. This exchange will allow SJCOG to advance and obligate additional CMAQ funded projects within FFY 19/20, and reduces MCTC's unobligated balance of CMAQ funds, and returns those funds to MCTC in advance of their planned obligations in later years.

We appreciate this opportunity to loan CMAQ apportionments and support the advancement of transportation projects. Should you have any questions, please contact Ryan Niblock, Senior Regional Planner, SJCOG at (209) 235-0588, or Troy McNeil, Deputy Director/Fiscal Supervisor, MCTC at (559) 675-0721.

Sincerely,

Patricia Taylor
Executive Director
Madera County Transportation Commission

Andrew T. Chesley
Executive Director
San Joaquin Council of Governments

CC: Troy McNeil, MCTC
Diane Nguyen, SJCOG
Ryan Niblock, SJCOG
Jeff Findley, MCTC

Muhaned Aljabiry, Caltrans HQ
Lima Huy, Caltrans HQ

Parminder Singh, Caltrans District 10
Nabil Hasan, Caltrans District 10
Jim Perrault, Caltrans District 6



STAFF REPORT
Board Meeting of September 23, 2020

AGENDA ITEM: 4-B

PREPARED BY: Evelyn Espinosa, Associate Regional Planner

SUBJECT:

SB-1 Sustainable Communities Grant SR 233/Robertson Blvd Multimodal Corridor Study, Update

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

This project is funded by the SB-1 Sustainable Communities Planning Grant administered by Caltrans. The objective of the SB-1 Sustainable Communities Planning Grant program is to encourage local and regional multimodal transportation and land use planning that furthers the region's Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS), contributes to the State's greenhouse gas (GHG) reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines, addresses the needs of disadvantaged communities, and also assists in achieving the Caltrans Mission and Grant Program Overarching Objectives.

The second community outreach meeting was held **August 18th, 5-7 p.m.** via Zoom. A recording of this meeting is available on the [project website](#) as well as the draft conceptual design plans for [downtown Chowchilla](#) that were presented during this meeting. The survey closed September 15. For updates visit the project website or send an email to evelyn@maderactc.org.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of September 23, 2020

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

SUBJECT:

Caltrans FY 2021-22 Sustainable Transportation Planning Grants

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The FY 2021-22 Sustainable Transportation Planning Grant Application Guide was updated with stakeholder input in spring-fall 2020. The call-for-applications should be released in early fall 2020 with a due date scheduled for November 2020.

Upcoming FY 2021-22 Grants Schedule

- **September** – Release Final Draft for a formal 30-day public comment period
- **October** – Conduct 2 public workshops to receive final input for the Final Grant Application Guide
- **November** - Grant application deadline

The Sustainable Transportation Planning Grants includes:

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

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of September 23, 2020

AGENDA ITEM: 4-D

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Short Line Rail Improvement Program Call for Projects

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

This call for projects details procedures to apply for funding under the Short-Line Railroad Improvement Program (SLRIP) (Senate Bill 87, Statutes of 2019) through the California Department of Transportation (Caltrans).

Privately owned short-line rail operators will be asked to submit a project proposal application to Caltrans by October 16, 2020, for consideration of official Project Nomination to the California Transportation Commission (CTC). Publicly owned short-lines and ports with short-line rails operating on their right of way should reach out to Caltrans to discuss their proposed project, as their proposal process will be slightly different.

The Short Line Railroad Improvement Program guidelines mandates that a project must be nominated (submitted) by Caltrans or a Regional Transportation Planning Agency (RTPA). Thus, an eligible proposed project applicant will submit its project application to either Caltrans or an RTPA. Caltrans, upon screening and prioritizing project proposals received by October 16, 2020, will subsequently nominate the project to the CTC by the program's December 1, 2020 due date.

This Program provides for a one-time appropriation of seven million two hundred thousand dollars (\$7,200,000). This \$7.2 million program is a two-year competitive funding program that covers fiscal years 2020-21 and 2021-22. The primary objective of the Short Line Railroad Improvement Program is to fund infrastructure improvement projects designed to enable Class III/short-line railroads to improve freight mobility, efficiency, reliability, sustainability, safety, and load capacity. Eligible projects will improve freight mobility, volume thresholds, and support modern rail freight traffic and the communities and industries they serve throughout California.

Should you choose to seek Caltrans as the nominating agency To allow adequate time for Caltrans to review applications, which must be submitted to CTC by December 1, 2020, **applications must be submitted to Caltrans NO LATER THAN October 16, 2020.**

For application packets or more information about the program, please send an inquiry to:

Joshua Pulverman
Chief, Integration & Network Planning Branch
josh.pulverman@dot.ca.gov

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of September 23, 2020

AGENDA ITEM: 4-E

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

California Transportation Plan (CTP) 2050

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The California Department of Transportation (Caltrans) has released a Draft California Transportation Plan (CTP) 2050 for public review and comment. The CTP 2050 is the State's long-range transportation plan and is updated every five years.

Caltrans stated purpose of the Draft CTP 2050 is to help guide the planning and implementation of a low-carbon transportation system that fosters economic vitality, protects the environment and natural resources, and promotes health and well-being equitably for all Californians. The CTP 2050 update will focus on meeting current and emerging trends and challenges affecting transportation, including economic and job growth, air quality and climate impacts, new technologies, freight movement, transportation funding, and public health. An ambitious plan will aim to address many objectives, such as:

- Improve travel times and ease traffic congestion
- Increase safety and security on bridges, highways, and roads
- Foster healthy lifestyles through active transportation
- Expand economic opportunities through the movement of people, freight, services, and information
- Create a low-carbon transportation system that protects human and environmental health

The Draft CTP 2050 is currently out for public review and the 60-day comment period will end on October 22, 2020. MCTC staff strongly encourages our member agencies to review and comment on the Draft CTP 2050. General information on the CTP 2050 may be found on the Caltrans website: [Caltrans CTP 2050 Website](#)

The Draft CTP 2050 documents may be found at: [Caltrans CTP 2050 Draft Documents and Webinar Information](#)

FISCAL IMPACT:

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

CALIFORNIA TRANSPORTATION PLAN 2050 PUBLIC DRAFT

PLEASE JOIN US FOR OUR
LIVE Q&A WEBINAR
SEPTEMBER 25, 2020

DRAFT & MORE INFORMATION
CAN BE FOUND AT
WWW.CTP2050.COM



ACHIEVING THE VISION MEETING THE GOALS



“California’s safe, resilient, and universally accessible transportation system supports vibrant communities, social equity, a healthy environment, and sustainable economic growth.”

GOALS

Safety

Provide a safe and secure transportation system

Climate

Achieve statewide GHG emissions reduction targets and expand resilience to climate change

Equity

Eliminate transportation burdens across all communities, particularly low-income communities, communities of color, and people with disabilities

Accessibility

Improve multimodal mobility and access to destinations for all users

Quality of Life & Public Health

Enable vibrant, healthy communities

Economy

Support a vibrant, resilient economy

Environment

Enhance environmental health and reduce negative transportation impacts

Infrastructure

Maintain a high-quality, resilient transportation system

RECOMMENDATIONS



1 Expand remote access to jobs, goods, services, and education



2 Expand access to safe and convenient active transportation options



3 Improve transit, rail, and shared mobility options



4 Advance transportation equity



5 Enhance transportation system resiliency



6 Enhance transportation safety and security



7 Improve goods movement systems and infrastructure



8 Advance Zero-Emissions Vehicle (ZEV) technology and supportive infrastructure



9 Manage the adoption of connected and autonomous vehicles



10 Price roadways to improve the efficiency of auto travel



11 Encourage efficient land use



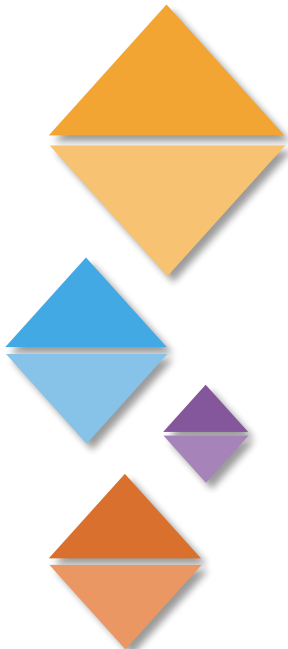
12 Expand Protection of Natural Resources and Ecosystems



13 Strategically Invest in State of Good Repair Improvements



14 Innovate our transportation funding mechanisms





STAFF REPORT
Board Meeting of September 23, 2020

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

SUBJECT:

Central Valley Wye Final Supplemental Environmental Impact Report/Environmental Impact Statement WYE Madera County Task Force Response

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

A letter was submitted on behalf of the WYE Madera County Task Force (Task Force) regarding the Central Valley Wye Final Supplemental Environmental Impact Report/Environmental Impact Statement (SEIR/EIS) before it was considered for certification by the California High Speed Rail Authority Board on September 10, 2020.

The Task Force is a collaborative of agencies in Madera County with common interests pertaining to the HSR. The Task Force is comprised of the following legal entities:

- County of Madera
- City of Chowchilla
- City of Madera
- Madera County Transportation Commission
- Madera Unified School District
- Workforce Development Board of Madera County
- Madera County Economic Development Commission

The Task Force found the Final SEIR/EIS to be legally inadequate for the reasons expressed in two separate comment letters submitted by the Task Force for the CEQA and NEPA public review periods earlier in the year. The WYE Task Force cited the need to ensure impacts of the Central Valley Wye are fully disclosed and that mitigation measures to avoid or reduce significant impacts to the extent feasible are considered in compliance with CEQA and NEPA, and that CHSRA must revise the SEIR/EIS to more thoroughly consider and address the issues raised in comments on the Draft SEIR/EIS and the additional comments in this present letter.

The Task Force objected to the Central Valley Wye proposed project/preferred alternative as well as each of the alternatives as described and evaluated in the August 2020 Final SEIR/EIS,

and the Task Force urged the Board of Directors to decline certification of the Final SEIR/EIS and decline to approve any of the subsequent actions recommended in the September 10, 2020 Staff Briefing.

The CHSRA Board unanimously voted to certify the Final EIR/EIS at the September 10, 2020 Board Meeting. After certification of an environmental document, a 30-day period for legal challenges commences.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of September 23, 2020

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

SUBJECT:

California Transportation Commissioner, Lee Ann Eager – Meet and Greet

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

This time is reserved to welcome Governor Newsom's recently appointed Commissioner to the California Transportation Commission's (Commission), Lee Ann Eager.

The MCTC and local jurisdiction's work closely with the Commission and its staff. The 13-member Commission is responsible for programming and allocating funds for the construction of highway, passenger rail, transit, and active transportation improvements throughout California. The Commission also advises and assists the Secretary of the California State Transportation Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs.

Below is a Bio for Commissioner Eager:



Lee Ann Eager is President/CEO of the Fresno County Economic Development Corporation (EDC).

Ms. Eager joined the EDC in September 2009 and is responsible for guiding programs and initiatives to drive inclusive economic growth throughout Fresno County. Her work includes attracting investment to the area, industry recruitment and retention, rural business expansion, and public policy initiatives as part of the region's vision to create long-term economic resiliency.

A consistent thread throughout Ms. Eager's career is working to improve the conditions of families in her community. Prior to the EDC, she served as Executive Director of Rape Counseling Services of Fresno, growing the organization's influence and programs for 12 years, empowering and supporting survivors of sexual violence. During that time, Ms. Eager was the Board Chair of the California Coalition Against Sexual Assault and assisted then Senator Biden in drafting the first Violence Against Women Act. As President/CEO of the EDC, she uses that unique experience in shaping the organization's programs and priorities to uplift individuals and households to reach self-sufficiency.

Ms. Eager plays a key strategic and leadership role within Fresno County's local landscape, working with stakeholders within the private, public, philanthropic and academic sectors—nationally and internationally. She's earned a strong reputation for leading the EDC into becoming a dynamic, agile, and internationally award-winning organization that strives to meet the needs of both employers, workers, and job seekers to take part of the community's economic growth.

Lee Ann has been a vocal proponent of high-speed rail for the past 10 years, working closely with the trades and workforce partners to align training and employment opportunities for Fresno's residents. As a business advocate, Ms. Eager launched programming to retain several hundred businesses facing relocation and closures due to high-speed rail right-of-way acquisition and construction, spurring one of the largest job retention efforts in the region. Ms. Eager serves as Co-Chair of Fresno Works, an initiative to galvanize investments around high-speed rail in Fresno County.

A fourth generation Fresnan, Ms. Eager graduated Summa Cum Laude from California State University, Fresno (Fresno State), with a degree in Criminology where she was awarded the Dean's Medal. Ms. Eager also earned her doctorate of jurisprudence from the University of California, Davis School of Law. Prior to joining the EDC, Ms. Eager practiced law at the law firm of Lang, Richert and Patch. In 2017, Lee Ann received Fresno State's Top Dog Award for the College of Social Sciences.

Governor Brown appointed Ms. Eager to the California Workforce Development Board, California Partnership for the San Joaquin Valley and to the Governor's Advisory Council on International Trade and Investment. Ms. Eager serves as the President of the Board for Access Plus Capital and holds several Board positions including the California Central Valley Economic Development Corporation, Fresno State Transportation Institute, Lyles College of Engineering, Department of Geography and City and Regional Planning Advisory Council, Fresno City College President Commission on Industry, the Fresno Mayor's Advisory Council and Fresno State Alumni Association Board of Directors.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of September 23, 2020

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

SUBJECT:

Madera County Travel Demand Model Update

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

MCTC staff, with consultation from Elite Transportation Group, have updated the Madera County Travel Demand Model (model). The model is an integral tool utilized for projecting reliable future travel for various studies and analyses.

MCTC Staff will give a presentation on the model update during the Board Meeting with assistance from Lawrence Liao, President of Elite Transportation Group.

Model Base Year Update

The model base year has been updated to 2018. Various model inputs have been updated from observed data sources including socio-economic conditions and travel behavior. The model roadway network has been checked and refined or corrected where necessary.

Improved Transit Modeling

A new transit network has been built and incorporated into the model processing. The new transit modeling capability will improve accuracy of modal choice assignment for fixed-route transit services and Amtrak ridership.

Improved Vehicle Miles Traveled Analysis

During the model update, baseline Vehicle Miles Travelled (VMT) totals per capita and per job have been calculated by region of the county to assist in VMT analysis for Senate Bill 743. The regions include the City of Chowchilla, City of Madera, Southeast Madera County Growth Area, Rural Madera County in the foothill/mountains and remainder of the Rural Madera

County in the valley. New post-processing tools have been designed to better assist with analysis of VMT on a project level.

Next Steps

MCTC staff will utilize the model for several projects in the immediate future. Key amongst them will be the 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). MCTC staff will meet with local agencies regarding growth and development patterns to populate land use assumption inputs for future year traffic analysis. The model will output travel data utilized in emissions analysis as required by California Senate Bill SB 375 (Green House Gas Emissions) and the Federal Clean Air Act (conformity determination of criteria pollutants).

Additionally, the model will be utilized for the in-progress Project Prioritization Study, for future amendments to the RTP/SCS or Federal Transportation Improvement Program requiring new conformity determinations, and as needed to assist local agencies or project development when feasible.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of September 23, 2020

AGENDA ITEM: 5-C

PREPARED BY: Patricia Taylor, Executive Director
Jeff Findley, Principal Regional Planner

SUBJECT:

Explore Formation of a Council of Governments (COG) for the Madera Region

Enclosure: No

Action: Direct staff to explore further with counsel and local jurisdictions

SUMMARY:

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 into 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. MCTC functions much as a council of governments (COG), but without a Joint Powers Agreement (JPA), pursuant to Government Code 6500, et seq.

Presentation – Bill Higgins, Executive Director, California Council of Governments (CALCOG)

Mr. Higgins joined CALCOG as its executive director in 2011. The Madera County Transportation Commission is a current member of CALCOG. He is an enthusiastic regionalist and enjoys working on the day to day policy issues that improve the ability of regional governments to serve their member cities and counties. Previously, he spent 11 years as a senior staff attorney, program manager, and legislative representative for the League of

California Cities and its nonprofit affiliate, the Institute of Local Government. There he focused his efforts on local and regional planning, housing, economic development, and land use policy.

Mr. Higgins will discuss why nearly all other California regions, similar in function to MCTC, have approved JPAs and provide examples of what can be accomplished under a JPA. In addition, Mr. Higgins has also been at the forefront of the AB 101 discussions and the state trend to better align transportation and housing policy over the past decade.

Regional Governments

Most regional governments in California have evolved from local government collaboration. Accordingly, there are differences in how they form, operate, and implement policy. Regional governments typically plan, fund, and to some extent deliver transportation infrastructure. In some regions, this is their only function.

But other regional governments are formed as general-purpose councils of governments (or "COGs") under the State joint powers authority's statute. COGs represent the joint powers of cities and counties, while others are transportation commissions created by statute. All regional governments are governed by locally elected officials selected by their peers.

A list of the primary types of regional governments is provided below. The classifications are not exclusive. For example, some regional governments formed as a COGs, have also been designated as the Metropolitan Planning Organization for Federal purposes, and are defined as a Regional Transportation Planning Agency under State law.

- **Councils of Governments or "COGs."** A COG is defined as general purpose regional agencies that can undertake any action in which their member cities and the county share in common. Although many COGs are formed to focus on transportation planning and programming, some COGs have been tasked by their local governments to address housing, preparation of the Regional Housing Needs Allocation (RHNA), homelessness, water infrastructure, energy efficiency, earthquake safety, the economy, and more. Several COGS also serve as the MPO, while others are separate entities.
- **Regional Transportation Planning Authorities.** County or multi-county entities charged by State law in meeting certain transportation planning requirements.
- **Metropolitan Planning Organizations.** An MPO is a designation under Federal law that encourages large urbanized areas to engage in regional transportation planning. California has 18 designated MPOs.
- **Transportation Commissions and Authorities; Congestion Management Agencies.** They provide a more localized focus to transportation planning and often manage county-raised revenue from sales tax measures.

The following are Council of Governments (COGs) in California:

- Association of Bay Area Governments (ABAG)
- Association of Monterey Bay Area Governments (AMBAG)
- Butte County Association of Governments (BCAG)
- Calaveras Council of Governments (CCOG)
- Coachella Valley Association of Governments (CVAG)
- Fresno Council of Governments (Fresno COG)
- Humboldt County Association of Governments (HCAOG)
- Kern Council of Governments (Kern COG)
- Kings County Association of Governments (KCAG)
- Lake County/City Area Planning Council (APC)
- Mendocino Council of Governments (MCOG)
- Merced County Association of Governments (MCAG)
- Orange County Council of Governments (OCCOG)
- Sacramento Area Council of Governments (SACOG)
- San Benito Council of Governments (San Benito COG)
- San Bernardino County Transportation Authority (SBCTA)
- San Diego Association of Governments (SANDAG)
- San Joaquin Council of Governments (SJCOG)
- San Luis Obispo Council of Governments (SLOCOG)
- Santa Barbara County Association of Governments (SBCAG)
- South Bay Cities Council of Governments (SBCCOG)
- Southern California Association of Governments (SCAG)
- Stanislaus Council of Governments (Stan COG)
- Tulare County Association of Governments (TCAG)
- Western Riverside Council of Governments (WRCOG)

The following are Metropolitan Planning Organizations (MPOs) in California:

- Association of Monterey Bay Area Governments (AMBAG)
- Butte County Association of Governments (BCAG)
- Fresno Council of Governments (Fresno COG)
- Kern Council of Governments (Kern COG)
- Kings County Association of Governments (KCAG)
- Madera County Transportation Commission (MCTC)
- Merced County Association of Governments (MCAG)
- Metropolitan Transportation Commission (MTC)
- Sacramento Area Council of Governments (SACOG)
- San Diego Association of Governments (SANDAG)
- San Joaquin Council of Governments (SJCOG)
- San Luis Obispo Council of Governments (SLOCOG)
- Santa Barbara County Association of Governments (SBCAG)

- Shasta Regional Transportation Agency (SRTA)
- Southern California Association of Governments (SCAG)
- Stanislaus Council of Governments (Stan COG)
- Tahoe Metropolitan Planning Organization (TMPO), Multi-State
- Tulare County Association of Governments (TCAG)

There are currently two regions in California that are designated as Metropolitan Planning Organizations (MPOs) that do not have a COG for their area:

- Madera County Transportation Commission (MCTC)
- Shasta Regional Transportation Agency (SRTA)

SRTA is currently exploring the formation of a COG for their region, which will leave MCTC as the only MPO in the State without a COG.

Becoming a COG

The MCTC Policy Board would direct staff to consider the merits of forming a Joint Powers Agreement (JPA) to become recognized as a council of governments. Staff would prepare a Draft JPA for consideration at a future Policy Board meeting.

MCTC staff would consult with counsel on the preparation of a draft JPA to ensure compliance with Government Code Section 6500, et seq. Consultation with the cities and county would occur to outline roles and responsibilities. The Draft JPA would also be presented to the MCTC Technical Advisory Committee.

The Draft JPA would then be presented to the Policy Board for approval and then to the local MCTC governing bodies for their approval.

One unknown is the public outreach requirement that would be required for a JPA. The MCTC Public Participation Policy does not include a policy for the formation of a JPA.

Possible Governing Structure of a COG

For consistency, it is recommended that the membership of a Board formed as a COG in the Madera Region should be consistent with the current Policy Board of MCTC. This would allow for combined Board meetings with the same representatives.

Benefits of a COG

1. Certain State and Federal funds are only available to COGs.
2. Certain State discretionary grants, such as a California Air Resources Board Grant for transit operations, planning and vehicles are only available to COGs.
3. COGs are nimble and can take on any regional role the member agencies determine advantageous, efficient, or better not left to the State.

4. In these ever-changing times, the COG structure allows the Madera Region to swiftly act to any rising challenge or opportunity.
5. A COG would allow the combination of housing and transportation planning for the Madera Region.
6. COG status requires the State Department of Housing and Community Development to coordinate with MCTC in setting Regional Housing Needs Allocations (RHNA) for our two cities and the county. While more local empowerment in the setting of State housing quotas is a benefit, it does take staff resources.
7. COGs can serve as the U.S. Census data center.
8. COGs can coordinate and plan for transit services.
9. COGs typically coordinate ridesharing activities.
10. Some COGs provide circuit planning for member jurisdictions.
11. Participate in “One Voice” or “Valley Voice” efforts regarding topics outside of transportation.

Disadvantages

1. There are upfront costs in preparing a JPA.
2. A portion of the costs to participate in the RHNA process are available from AB 101 funds but may not cover all expenses or be available in future years.
3. There will be additional ongoing staff costs to perform the (non-transportation related) functions of a COG.
4. Increase in CALCOG dues.

The local agencies in the Madera Region may need to contribute additional funds

FISCAL IMPACT:

Minimal Fiscal Impact to the MCTC 2020-21 Budget



STAFF REPORT
Board Meeting of September 23, 2020

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

SUBJECT:

September 2020 Valley Voice Trip, Washington D.C.

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The annual San Joaquin Valley Regional Planning Agencies Valley Voice Trip, Washington D.C. was held via ZOOM on September 10, September 16, and September 17. Supervisor Robert Poythress and Executive Director Patricia Taylor attended on behalf of the Commission. Elected officials and MPO staff from each of the eight San Joaquin Valley counties met with representation from the U.S. Senate, U.S. House of Representatives, and Federal agencies to advocate for the priority issues identified in the Valley Legislative Platform. This time is reserved for a verbal report back to the Commission on the success of the Valley Voice Trip.

FISCAL IMPACT:

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



Simon & Company

Intergovernmental Affairs
1660 L Street NW, Suite 501
Washington, D.C. 20036

**SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES POLICY COUNCIL
VALLEY VOICE 2020
FINAL AGENDA
SEPTEMBER 10, 16 & 17, 2020**

Thursday, September 10, 2020

2:30pm-5:00pm Eastern or 11:30am-2:00pm Pacific

- | | |
|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2:30 p.m. ET
11:30 a.m. PT | <u>House Transportation and Infrastructure Committee</u>
<u>Chairman Peter DeFazio's Majority Professional Staff</u>
Maddie Pike, Member Services Coordinator
<i>Discussion of all Federal Priorities with Committee Staff</i> |
| 3:00 p.m. ET
12:00 p.m. PT | <u>Congressman Tom McClintock</u>
<i>Discussion of all Federal Priorities with Congressman and staff</i> |
| 3:30 p.m. ET
12:30 p.m. PT | <u>Senator Dianne Feinstein</u>
<i>Discussion of all Federal Priorities with Senator's staff</i>
Alec Bartishevich, Legislative Correspondent |
| 4:00 p.m. ET
1:00 p.m. PT | <u>Senator Kamala Harris</u>
<i>Discussion of all Federal Priorities with Senator's staff</i>
Ike Irby, Legislative Assistant
Brittany Carmon, Legislative Assistant |
| 4:30 p.m. ET
1:30 p.m. PT | <u>Congressman TJ Cox</u>
<i>Discussion of all Federal Priorities with Congressman and staff</i>
John Lynch, Legislative Assistant |

Wednesday, September 16, 2020

3:00pm-5:00pm Eastern or 12:00pm-2:00pm Pacific

- | | |
|----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3:00 p.m. ET
12:00 p.m. PT
Zoom | <u>Congressman Jim Costa</u>
<i>Discussion of all Federal Priorities with Congressman and staff</i>
Juan Lopez, Chief of Staff
Ben Goldeen, Legislative Director
Alexa Fox, Legislative Assistant
Denise Sahatdjian, District Director |
| 3:30 p.m. ET
12:30 p.m. PT
(Microsoft Teams) | <u>Environmental Protection Agency (EPA)</u>
<u>Office of Congressional and Intergovernmental Affairs</u>
Arnita Hannon Christmon, Intergovernmental Liaison
<u>Office of the Municipal Ombudsman</u>
Jamie Piziali, Municipal Ombudsman |



Office of Air and Radiation (OAR)

Karl Simon, Headquarters

Sonam Gill, Region 9

Office of Water (OW)

Tom Wall, Headquarters

Nick Chamberlain, Headquarters

Discussion of Water and Clean Air Priorities

4:00 p.m. ET

1:00 p.m. PT

Zoom

Department of Transportation (DOT)

Office of the Secretary

Office of Government Affairs

Sean Poole, Director of Intergovernmental Affairs

David Karol, Special Assistant for Government Affairs

Discussion of Regional Projects and Surface Transportation Priorities

4:30 p.m. ET

1:00 p.m. PT

Zoom

Congressman Jerry McNerney

Discussion of all Federal Priorities with Congressman and staff

Gary Prost, Legislative Assistant

Mike Stoeber, Legislative Assistant

Thursday, September 17, 2020

12:00pm-2:00pm Eastern or 9:00am-11:00am Pacific

12:00 p.m. ET

9:00 a.m. PT

Zoom

Congressman Josh Harder

Discussion of all Federal Priorities with Congressman and staff

Adele Amador, Legislative Director

12:30 p.m. ET

9:30 a.m. PT

Zoom

Department of Interior (DOI)

Office of External and Intergovernmental Affairs

Tim Williams, Deputy Director

Discussion of Water, Public Lands, and Fire Priorities

1:00 p.m. ET

10:00 a.m. PT

(Conference Call)

The White House

Office of Intergovernmental Affairs

William Crozier, Special Assistant to the President and Deputy Director

Nick Barbknecht, Associate Director

Remarks from the Administration and Discussion of Federal Priorities



STAFF REPORT
Board Meeting of September 23, 2020

AGENDA ITEM: 7-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – July 22, 2020

Enclosure: Yes

Action: Approve Minutes

SUMMARY:

Attached are the Executive Minutes for the July 22, 2020 Policy Board Meeting.

FISCAL IMPACT:

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

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: July 22, 2020
Time: 3:00 pm
Place: MCTC Conference Room

GoToWebinar

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

Members Absent: None

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

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

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

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

No public comment.

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. TRANSPORTATION CONSENT ITEMS

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

- A. MCTC 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 15 - (Type 3 – Formal)
Action: Ratify
- B. MCTC 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 16 – (Type 1 – Administrative Modification)
Action: Ratify
- C. MCTC 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 17 – (Type 1 – Administrative Modification)
Action: Ratify
- D. California High Speed Rail Authority Updates
Action: Information and Discussion Only
- E. Letter of Support for San Joaquin Regional Rail Commission’s Trade Corridor Enhancement Program Grant application for the Stockton Diamond Grade Separation Project.
Action: Information and Discussion Only
- F. California Department of Housing and Community Development Housing Element Sites Inventory Webinar.
Action: Information and Discussion Only
- G. California Transportation Commission Governor’s Appointments
Action: Information and Discussion Only
- H. SB-1 Sustainable Communities Grant SR 233/Robertson Blvd Multimodal Corridor Study, Update
Action: Information and Discussion Only
- I. Unmet Transit Needs FY 2020-21 Analysis and Recommendations Report

Action: Approve Unmet Transit Needs FY 2020-21 Analysis and Recommendations Report

- J. Call for CARES Act FTA Section 5311 Projects Round 2

Action: Information and Discussion Only

- K. Technical/Modeling On-Call Services Request – Senate Bill 743 Vehicle Miles Travelled (VMT) Analysis: Sub-regional Baseline VMT and Model Post Processing

Action: Information and Discussion Only

- L. Fiscal Year 2020-21 State of Good Repair – Project List, Resolution 20-07

Action: Approve State of Good Repair Project - list, Resolution 20-07

- M. Upcoming September 2020 Valley Voice Trip, Washington D.C.

Action: Information and Discussion Only

Transportation Consent Calendar Action on Items A-M.

Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Jose Rodriguez to approve Transportation Consent Calendar Items A-M. A vote was called, and the motion carried.

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

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

- A. State Route 99 – Avenue 12 to Avenue 17, Construction Update

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

Roll call for votes: Commissioner Max Rodriguez – Yes
 Commissioner Jose Rodriguez – Yes
 Commissioner Tom Wheeler -Yes
 Commissioner Andy Medellin – Yes

Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier - Yes
 Vote passed 6-0

7. ADMINISTRATIVE CONSENT ITEMS

- A. Approval of Executive Minutes of the June 17, 2020 Regular Meeting
Action: Approve Minutes of the June 17, 2020 Regular Meeting
- B. Transportation Development Act (LTF) – Allocation, LTF Resolution 18 - 11 Amendment No. 4
Action: Approve LTF Resolution 18 - 11 Amendment No. 4
- C. Transportation Development Act (STA) – Allocation, STA Resolution 19 - 11 Amendment No. 3
Action: Approve STA Resolution 19 -11 Amendment No. 3
- D. Transportation Development Act (LTF, STA) – Allocations, LTF Resolution 20 - 08, STA Resolution 20 - 09
Action: Approve Transportation Development Act (LTF, STA) – Fund Allocations, LTF Resolution 20-08, STA Resolution 20 - 09
- E. Adoption of Resolution 20 - 10 of the Madera County Transportation Commission Approving First Amendment to the Employment Agreement of Executive Director
Action: Adoption of Resolution 20 - 10, approving First Amendment to Employment Agreement of Executive Director.
- F. Conflict of Interest Code – Resolution 20 - 11
Action: Approve Resolution 20 - 11 updating the Commission’s Conflict of Interest Code

Administrative Consent Calendar Action A-F

Upon motion by Commissioner Brett Frazier, seconded by Commission Waseem Ahmed to approve the Administrative Consent Calendar Items A-F. A vote was called, and the motion carried.

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

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

None

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

A. Measure T Citizens' Oversight Committee Meeting

Action: Information and Discussion Only

Authority Administrative Consent Calendar Action on Item A.

Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Brett Frazier to approve Administrative Consent Calendar Item A. A vote was called, and the motion carried.

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

10. AUTHORITY – ACTION/DISCUSSION ITEMS

A. Oakhurst Midtown Connector Project – Construction Allocation

Action: Approve Construction allocation of \$11,445,000 for the Oakhurst Midtown Connector project, Resolution 20 - 01

Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Jose Rodriguez to approve Construction allocation of \$11,445,000 for the Oakhurst Midtown Connector project, Resolution 20 – 01. A vote was called, and the motion carried.

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

- B. State Route 99 – Ave - 12 Widening Project, Trade Corridor Enhancement Program (TCEP) Local Match

Action: Upon motion by Commissioner Waseem Ahmed, second by Commissioner Andy Medellin. To approve Measure T Flexible Funds for TCEP Local Match. A vote was called, and the motion carried.

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

OTHER ITEMS

11. MISCELLANEOUS

- A. Items from Caltrans

Michael Navarro, Caltrans District 06 Deputy Director, provided a brief update on the state highway projects in Madera County.

Diana Gomez, Caltrans District 06 Director was introduced to the Board.

- B. Items from Staff

Patricia Taylor, Executive Director, provided an update to the Policy Board concerning MCTC’s response to COVID.

Patricia Taylor, Executive Director, reminded the Board that August 2020 will be a dark month for the Commission. Next meeting scheduled will be September 23, 2020.

- C. Items from Commissioners

This time was reserved for the Commissioner’s to inquire about specific projects.

12. CLOSED SESSION

None

13. ADJOURNMENT

Meeting adjourned at 3:45p.m.

Next meeting scheduled for Wednesday, September 23, 2020

Respectfully Submitted,



Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of September 23, 2020

AGENDA ITEM: 7-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Transportation Development Act (STA) – Apportionment, Resolution 20-05 Amendment No. 1

Enclosure: Yes

Action: Approve Resolution 20-05 Amendment No. 1

SUMMARY:

The State Controller's Office has revised the amount of STA allocations available for FY 2020-21. The amount allocated to Madera is \$849,924, a decrease of 565,597 from the original estimate. The large decrease is due to lower diesel sales taxes collected because of the COVID-19 pandemic. Staff will request that the local agencies amend their applications.

FISCAL IMPACT:

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

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

<p>In the matter of APPORTIONMENT OF FY 2020-21 STATE TRANSIT ASSISTANCE FUND</p>	<p>Resolution No.: 20-05 Amendment No. 1</p>
--------------------------------------------------------------------------------------------------	---------------------------------------------------------

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

WHEREAS, the California State Legislature has allocated \$413,695,000 in the 2020-21 Budget for the State Transit Assistance Fund; and

WHEREAS, the 2020-21 revised estimate for the State Transit Assistance Fund is \$849,924 for Madera County; and

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

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

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

WHEREAS, the California Department of Finance has provided information that the January 31, 2020 population housed in the two state prison facilities is 5,821; and

WHEREAS, the populations of the County and the City of Chowchilla have been adjusted to reflect the new DOF (E1) population report dated May 1, 2020 adjustments are as follows:

Calculation of Madera County and City of Chowchilla

Population per 05/01/20 DOF

	DOF(E-1) Population 05/01/20	DOF Prison Population	Adjusted Populations
Chowchilla	18,196	(5,821)	12,375
County	74,536	5,821	80,357

WHEREAS, the County of Madera, City of Chowchilla, and City of Madera have requests for 2020-21 allocations,

Member	DOF (E-1) Population 05/01/20	Percent		PUC 99313 Allocation	PUC 99314 Allocation	Total Allocation
Chowchilla	12,375	7.82%		\$64,343	\$19,045	\$83,388
Madera	65,415	41.36%		\$340,119	\$6,165	\$346,284
County	80,357	50.81%		\$417,809	\$2,443	\$420,252
Totals	158,147	100.00%		\$822,271	\$27,653	\$849,924

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

The foregoing resolution was adopted this 23rd day of September 2020 by the following vote:

- Commissioner Max Rodriguez _____
- Commissioner Jose Rodriguez _____
- Commissioner Waseem Ahmed _____
- Commissioner Tom Wheeler _____
- Commissioner Brett Frazier _____
- Commissioner Andy Medellin _____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of September 23, 2020

AGENDA ITEM: 7-C

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Transportation Development Act (LTF, STA) – Allocation, Resolution 20-08 Amendment No. 1, Resolution 20-09 Amendment No. 1

Enclosure: Yes

Action: Approve Resolution 20-08 Amendment No. 1, Resolution 20-09 Amendment No. 1

SUMMARY:

The City of Madera has submitted its FY 2020-21 TDA Applications for approval and has requested to allocate its apportionments.

FISCAL IMPACT:

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

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

In the matter of ALLOCATION OF FY 2020-21 LOCAL TRANSPORTATON FUND	Resolution No.: 20-08 Amendment No. 1
----------------------------------------------------------------------------------	--------------------------------------------------

WHEREAS, the California Transportation Development Act established the Local Transportation Fund (LTF) and a continuous appropriation of said Fund, and

WHEREAS, the Madera County Transportation Commission (MCTC) is empowered to authorize apportionment and allocation of said Fund, and

WHEREAS, \$100,000 has been apportioned for Administration, \$87,746 has been reserved for Pedestrian and Bicycle facilities, and

WHEREAS, the Local Agencies have agreed to a MCTC expenditure of \$131,619 for shared system planning costs, per Section 99233.2 of the Transportation Development Act; and

WHEREAS, there is the sum of \$4,387,322 to be allocated from LTF, 2020-21;

WHEREAS, the Madera County Transportation Commission has made the finding in Resolution No. 20-06 that there are no substantial unmet transit needs that are reasonable to meet in FY 2020-21 within the jurisdictions of the County of Madera, the City of Madera, and the City of Chowchilla, and

WHEREAS, the City of Madera has requested to allocate its apportionment;

NOW, THEREFORE, LET IT BE RESOLVED, that the following sums have been allocated under the California Administrative Code by the Madera County Transportation Commission to be expended by the City of Chowchilla, the City of Madera, and the County of Madera for the purposes set forth below:

(A) City of Chowchilla

CATX		\$ 185,673
Pedestrian & Bicycle Projects		\$ 6,866
MCTC Planning Services	\$ 10,299	
Street & Road Projects	\$ 140,470	

(B) City of Madera

Unallocated		\$ 0
Madera Metro, Intermodal		\$ 783,856
Pedestrian & Bicycle Projects		\$ 36,295

MCTC Planning Services	\$ 54,442
Local Agency Planning	\$ 12,956
Street & Road Projects	\$ 927,197

C) County of Madera

Amtrak	\$ 23,506
MCC	\$ 148,417
Pedestrian & Bicycle Projects	\$ 44,585
MCTC Planning Services	\$ 66,878
Street & Road Projects	\$ 1,834,419
Unallocated	\$ 111,463

The foregoing resolution was adopted this 23rd day of September 2020 by the following vote:

Commissioner Max Rodriguez _____
Commissioner Jose Rodriguez _____
Commissioner Waseem Ahmed _____
Commissioner Andrew Medellin _____
Commissioner Tom Wheeler _____
Commissioner Brett Frazier _____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission

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

In the matter of ALLOCATION OF FY 2020-21 STATE TRANSIT ASSISTANCE FUND	Resolution No.: 20-09 Amendment No. 1
---------------------------------------------------------------------------------------	--------------------------------------------------

WHEREAS, State Transit Assistance funds have been made available to the Madera County Transportation Commission by the State Controller in the amount of \$1,415,521, a decrease of \$8,724 from the previous year’s revised allocation;

WHEREAS, the Madera County Transportation Commission has apportioned these funds to the City of Chowchilla, City of Madera, and the County of Madera for the provision of Transit Operations and Transit Planning, and has invited applications for proposed uses of these funds; and

WHEREAS, the City of Chowchilla, the City of Madera, and the County of Madera submitted its applications recognizing the State Controller’s allocated amount;

WHEREAS, the agencies have complied by submitting appropriate documents detailing those projects and have sought authority to proceed; and

WHEREAS, priority consideration has been given to claims to enhance existing public transportation services, and to meet high priority regional, county-wide, or area-wide public transportation needs; and

WHEREAS, the sum of each of the three entities allocations from the State Transit Assistance Fund does not exceed the amount that each claimant is eligible to receive;

WHEREAS, the City of Madera has requested to allocate its apportionment;

NOW, THEREFORE, LET IT BE RESOLVED, that the County Auditor shall establish the following reserves and pay out the State Transit Assistance Fund in the amount listed for the transit projects shown below:

CLAIMANT	2020-21 STA
City of Chowchilla	
CATX	\$ 123,803
City of Madera	
Unallocated	\$ 0
Madera Metro, DAR, Intermodal	\$ 585,523

County of Madera	
MCC	\$ 585,523
Unallocated	\$ 120,672

The foregoing resolution was adopted this 23rd day of September 2020 by the following vote:

Commissioner Max Rodriguez	_____
Commissioner Jose Rodriguez	_____
Commissioner Waseem Ahmed	_____
Commissioner Andrew Medellin	_____
Commissioner Tom Wheeler	_____
Commissioner Brett Frazier	_____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of September 23, 2020

AGENDA ITEM: 7-D

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Transportation Development Act (TDA) Fund Compliance Audit Report for Fiscal Year ended June 30, 2019: City of Madera

Enclosure: Yes

Action: Accept TDA Compliance Audit Report

SUMMARY:

MCTC has received the Fund Compliance Audit Report for Transportation Development Act (TDA) allocations for the Fiscal Year ended June 30, 2019 for the City of Madera. This report was done in accordance with Section 99245 of the Public Utilities Code by Price, Paige, and Company.

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

FISCAL IMPACT:

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

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

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

**FOR THE YEAR ENDED
JUNE 30, 2019**

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
JUNE 30, 2019**

TABLE OF CONTENTS

	<u>Page</u>
INDEPENDENT AUDITOR'S REPORT	1
FINANCIAL STATEMENTS:	
GOVERNMENTAL FUND FINANCIAL STATEMENTS:	
BALANCE SHEET	4
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES	5
PROPRIETARY FUND FINANCIAL STATEMENTS:	
STATEMENT OF NET POSITION	6
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION	7
STATEMENT OF CASH FLOWS	8
NOTES TO THE FINANCIAL STATEMENTS	9
REQUIRED SUPPLEMENTARY INFORMATION:	
SCHEDULE OF REVENUE, EXPENDITURES AND CHANGES IN FUND BALANCES – BUDGET AND ACTUAL:	
STREET CONSTRUCTION SPECIAL REVENUE FUND	16
INTERMODAL BUILDING OPERATIONS SPECIAL REVENUE FUND	17
NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION	18
OTHER REPORT:	
INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH <i>GOVERNMENT AUDITING STANDARDS</i> AND THE TRANSPORTATION DEVELOPMENT ACT	21



The Place to Be

INDEPENDENT AUDITOR'S REPORT

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

Report on the Financial Statements

We have audited the accompanying financial statements of the Transportation Development Act Funds (TDA Funds) of the City of Madera, California (the City), as of and for the year ended June 30, 2019, and the related notes to the financial statements, which collectively comprise the TDA Funds' financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

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

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

tel 559.299.9540
fax 559.299.2344

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Transportation Development Act Funds of the City of Madera, as of June 30, 2019, and the respective changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 1, the financial statements present only the TDA Funds of the City of Madera and do not purport to, and do not present fairly the financial position of the City as of June 30, 2019, the changes in its financial position, or its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Other Matters

Required Supplementary Information

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

Accounting principles generally accepted in the United States of America require that the budgetary comparison information on pages 16-18 be presented to supplement the financial statements. Such information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management’s responses to our inquiries, the financial statements, and other knowledge we obtained during our audit of the financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated August 5, 2020, on our consideration of the City’s internal control over financial reporting as it relates to the TDA Funds and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City’s internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering City’s internal control over financial reporting and compliance as it relates to the TDA Funds.



Clovis, California
August 5, 2020

FINANCIAL STATEMENTS

**CITY OF MADERA, CALIFORNIA
 TRANSPORTATION DEVELOPMENT ACT FUNDS
 BALANCE SHEET
 GOVERNMENTAL FUNDS
 JUNE 30, 2019**

	Special Revenue Funds		
	Street Construction	Intermodal Building Operations	Total
ASSETS			
Cash and investments	\$ 236,912	\$ 51,604	\$ 288,516
Prepaid expenses	-	27	27
Due from local government agencies	322,176	17,817	339,993
Total assets	\$ 559,088	\$ 69,448	\$ 628,536
LIABILITIES			
Accounts payable	\$ 59,336	\$ 935	\$ 60,271
Salaries payable	-	53	53
Unearned revenue	-	40,054	40,054
Total liabilities	59,336	41,042	100,378
FUND BALANCES			
Nonspendable	-	27	27
Restricted	499,752	28,379	528,131
Total fund balances	499,752	28,406	528,158
Total liabilities, deferred inflows of resources, and fund balances	\$ 559,088	\$ 69,448	\$ 628,536

**CITY OF MADERA, CALIFORNIA
 TRANSPORTATION DEVELOPMENT ACT FUNDS
 STATEMENT OF REVENUES, EXPENDITURES AND
 CHANGES IN FUND BALANCES
 GOVERNMENTAL FUNDS
 FOR THE YEAR ENDED JUNE 30, 2019**

	Special Revenue Funds		Total
	Street Construction	Intermodal Building Operations	
REVENUES:			
Local transportation funds	\$ 853,521	\$ 45,492	\$ 899,013
Aid from other governmental agencies	-	7,813	7,813
Building rents and leases	-	16,969	16,969
Utility reimbursements	-	12,284	12,284
	<u>853,521</u>	<u>82,558</u>	<u>936,079</u>
EXPENDITURES:			
Street and road maintenance	345,220	-	345,220
Intermodal building improvements	-	37,893	37,893
Administrative	888	44,467	45,355
	<u>346,108</u>	<u>82,360</u>	<u>428,468</u>
Excess (deficiency) of revenues over (under) expenditures	<u>507,413</u>	<u>198</u>	<u>507,611</u>
OTHER FINANCING SOURCES (USES):			
Transfers out	(512,000)	(244)	(512,244)
Total other financing sources (uses)	<u>(512,000)</u>	<u>(244)</u>	<u>(512,244)</u>
Change in fund balances	(4,587)	(46)	(4,633)
Fund balances - beginning	<u>504,339</u>	<u>28,452</u>	<u>532,791</u>
Fund balances - ending	<u>\$ 499,752</u>	<u>\$ 28,406</u>	<u>\$ 528,158</u>

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
STATEMENT OF NET POSITION
PROPRIETARY FUND
JUNE 30, 2019**

Item D.

	Local Transit Enterprise Fund
ASSETS	
Current assets:	
Due from local governmental agencies	\$ <u>2,159,180</u>
Total current assets	<u>2,159,180</u>
Noncurrent assets:	
Capital assets, not depreciated	3,990,393
Capital assets, net of accumulated depreciation	<u>1,035,480</u>
Total noncurrent assets:	<u>5,025,873</u>
Total assets	<u>7,185,053</u>
DEFERRED OUTFLOWS OF RESOURCES	
Deferred outflow of resources related to pensions	<u>124,614</u>
Total deferred outflows of resources	<u>124,614</u>
LIABILITIES	
Current liabilities:	
Accounts payable	613,722
Salaries Payable	9,526
Due to general fund	1,501,556
Compensated absences, due within one year	<u>17,604</u>
Total current liabilities	<u>2,142,408</u>
Noncurrent liabilities:	
Compensated absences, due in more than one year	4,152
Net pension liability	<u>454,088</u>
Total noncurrent liabilities	<u>458,240</u>
Total liabilities	<u>2,600,648</u>
DEFERRED INFLOWS OF RESOURCES	
Deferred inflows of resources related to pensions	<u>40,313</u>
Total deferred inflows of resources	<u>40,313</u>
NET POSITION	
Net investment in capital assets	5,025,873
Unrestricted (deficit)	<u>(357,167)</u>
Total net position	<u>\$ 4,668,706</u>

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
PROPRIETARY FUND
FOR THE YEAR ENDED JUNE 30, 2019**

Item D.

	Local Transit Enterprise Fund
Operating revenues:	
Charges for services	\$ 126,870
Other	39,684
Total operating revenues	166,554
Operating expenses:	
Salaries and benefits	328,458
General and administrative	1,646,413
Contracted services	196,738
Depreciation	149,454
Total operating expenses	2,321,063
Operating income (loss)	(2,154,509)
Nonoperating revenues (expenses):	
Interest income	3,231
Operating grants	2,056,658
Capital grants	2,133,288
Total nonoperating revenues (expenses)	4,193,177
Income (loss) before capital contributions and transfers	2,038,668
Transfers out	(61,522)
Change in net position	1,977,146
Net position - beginning	2,691,560
Net position - ending	\$ 4,668,706

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
STATEMENT OF CASH FLOWS
PROPRIETARY FUNDS
FOR THE YEAR ENDED JUNE 30, 2019**

Item D.

	<u>Local Transit Enterprise Fund</u>
Cash flows from operating activities:	
Receipts from customers and users	\$ 126,870
Payments to suppliers	(1,437,554)
Payments to employees	(275,692)
Receipts from other operating activities	<u>39,684</u>
Net cash provided (used) by operating activities	<u>(1,546,692)</u>
Cash flows from noncapital financing activities:	
Transfers from (to) other funds	(61,522)
Loan from (to) other funds	906,504
Operating grants	<u>719,127</u>
Net cash provided (used) by noncapital financing activities	<u>1,564,109</u>
Cash flows from capital and related financing activities:	
Capital grants	2,133,288
Acquisition and construction of capital assets	<u>(2,153,936)</u>
Net cash provided (used) by capital and related financing activities	<u>(20,648)</u>
Cash flows from investing activities:	
Investment Income	<u>3,231</u>
Net cash provided (used) by investing activities	<u>3,231</u>
Net increase (decrease) in cash and cash equivalents	-
Cash and cash equivalents - beginning	<u>-</u>
Cash and cash equivalents - ending	<u><u>\$ -</u></u>
Reconciliation of operating income (loss) to net cash provided by (used for) operating activities:	
Operating income (loss)	\$ (2,154,509)
Adjustments to reconcile net operating income (loss) to net cash provided by (used for) operating activities:	
Depreciation	149,454
Changes in assets and liabilities:	
(Increase) decrease in due from local governmental agencies	
(Increase) decrease in prepaid expenses	877
(Increase) decrease in deferred outflows of resources from pensions	380
Increase (decrease) in accounts payable	404,720
Increase (decrease) in salaries payable	2,711
Increase (decrease) in deferred inflows of resources from pensions	38,925
Increase (decrease) in net pension liability	10,228
Increase (decrease) in compensated absences	<u>522</u>
Net cash provided (used) by operating activities	<u><u>\$ (1,546,692)</u></u>
Noncash investing, capital, and financing activities:	
Developer and other capital contributions	<u><u>\$ -</u></u>

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2019**

Item D.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Description of Reporting Entity

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

Basis of Accounting and Measurement Focus

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

Governmental funds are accounted for on a spending of "current financial resources" measurement focus and the modified accrual basis of accounting. Under modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period.

Revenues are recorded when received in cash, except those revenues subject to accrual (generally 60 days after year-end) are recognized when due. The primary revenue sources, which have been treated as susceptible to accrual by the TDA Funds are Local Transportation Fund allocations and other intergovernmental revenues. Expenditures are recorded in the accompanying period in which the related fund liability is incurred.

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

Fund Accounting

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

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

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

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2019**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Capital Assets

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

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

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

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

Major outlays for capital assets and improvements are capitalized as projects are constructed. Interest on construction-related debt incurred during the period of construction for business-type and proprietary fund assets is capitalized as a cost of the constructed assets. Capital assets acquired under capital leases are capitalized at the net present value of the total lease payments.

Transfers Between Funds

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

Net Position

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

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

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

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2019**

Item D.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Fund Balance Classification

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

Nonspendable Fund Balance

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

Restricted Fund Balance

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

Committed Fund Balance

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

Assigned Fund Balance

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

Unassigned Fund Balance

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

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

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2019**

Item D.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

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

Government Fund Type

Special Revenue Funds – Street construction and intermodal building operations are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specific purposes.

Proprietary Fund Type

Enterprise Fund – The local transit fund is used to account for operations financed and operated similar to business activities such as services rendered to the general public on a fee basis.

The City records the transit allocations of both the City of Madera and the County of Madera (County) for Dial-A-Ride service in a separate fund on the City's books. The fund also records the costs of the City's fixed route service. The City contracts for Dial-A-Ride and fixed route services from First Transit, Inc.

The City and County's agreement to fund the costs of the Dial-A-Ride service provides for the County to reimburse the City at a fixed rate per annum. The rate is calculated to reflect the greater distances required by Dial-A-Ride's County riders. The City collects ticket sales proceeds and has allocated them between the City and County based upon the ratio of the County's contracted fixed rate of funding to total Dial-A-Ride costs. The City submits requests for reimbursement of costs, net of ticket sales, to the Local Transportation Fund (LTF) on behalf of both the City and County.

Use of Estimates

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

Due from Local Governmental Agencies

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

Payables

Certain costs are incurred by the City during the current period but are not paid until after the beginning of next fiscal period. These costs are reported as payables in the financial statements. The City's current accounts payable balance of \$613,722 in the Local Transit Enterprise Fund and \$60,271 in the Special Revenue Fund as of June 30, 2019, respectively, is related to certain contract services and payments for utility fees.

Unearned Revenue

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

Due to General Fund

These amounts resulted from temporary reclassifications made at June 30, 2019 to cover cash shortfalls and reimbursement agreements.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2019**

Item D.

NOTE 2 – CASH AND INVESTMENTS

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

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

Citywide information concerning cash and investments for the year ended June 30, 2019, including authorized investments, custodial credit risk, credit and interest rate risk for debt securities and concentration of investments, carrying amount and market value of deposits and investments, may be found in the notes to the City’s Financial Statements.

NOTE 3 – CAPITAL ASSETS

A summary of capital assets for the year ended June 30, 2019 is as follows:

	Balance <u>6/30/2018</u>	<u>Additions</u>	<u>Deletions</u>	<u>Reclassifications</u>	Balance <u>6/30/2019</u>
Capital assets not being depreciated:					
Land	\$ 320,500	\$ -	\$ -	\$ -	\$ 320,500
Construction in progress	<u>1,515,957</u>	<u>2,153,936</u>	<u>-</u>	<u>-</u>	<u>3,669,893</u>
Total capital assets not being depreciated:	<u>1,836,457</u>	<u>2,153,936</u>	<u>-</u>	<u>-</u>	<u>3,990,393</u>
Capital assets being depreciated:					
Buildings and improvements	66,737	-	-	-	66,737
Equipment	<u>3,169,447</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>3,169,447</u>
Total capital assets being depreciated	<u>3,236,184</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>3,236,184</u>
Less accumulated depreciation for:					
Buildings and improvements	40,518	2,126	-	-	42,644
Equipment	<u>2,010,732</u>	<u>147,328</u>	<u>-</u>	<u>-</u>	<u>2,158,060</u>
Total accumulated depreciation	<u>2,051,250</u>	<u>149,454</u>	<u>-</u>	<u>-</u>	<u>2,200,704</u>
Business-type activities capital assets, net	<u>\$ 3,021,391</u>	<u>\$ 2,004,482</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 5,025,873</u>

For the year ended June 30, 2019, depreciation expense was \$149,454.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2019**

Item D.

NOTE 4 – DEFERRED OUTFLOWS/INFLOWS OF RESOURCES

In addition to assets, the statement of net position and balance sheet will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position or fund balance that applies to a future period(s) and thus, will not be recognized as an outflow of resources (expense/expenditure) until then. Deferred outflows of resources reported in the proprietary funds of \$124,614 is related to contributions to the pension plan.

In addition to liabilities, the statement of net position and balance sheet will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position or fund balance that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. Deferred inflows of resources in the proprietary funds of \$40,313 is related to the pension plan.

NOTE 5 – PENSION PLANS

The City recognizes a net pension liability for each qualified pension plan in which it participates, which represents the excess of the total pension liability over the fiduciary net position of the qualified pension plan, measured as of the City's fiscal year-end or the City's proportionate share thereof in the case of a cost-sharing multiple-employer plan. The amounts reported in the TDA Enterprise Fund as pension liability and the related deferred inflows and outflows represent that funds allocable share of the total City liability and deferred items. For a more comprehensive description of the City of Madera's pension activity, refer to footnote 11 contained in the Comprehensive Annual Financial Report located on the City's website.

NOTE 6 – FAREBOX RATIO

The farebox ratio for the year ended June 30, 2019 was 7%.

NOTE 7 – SUBSEQUENT EVENT

On March 11, 2020 the World Health Organization declared the outbreak of a coronavirus (COVID-19) a pandemic. In response, the State of California issued a shelter in-place order and the temporary closure of all businesses deemed to be nonessential. Accordingly, there will be a contraction of the national, state and City's economy, which will potentially result in a reduction and/or delay of the receipt of tax revenues. While the City expects there to potentially be a negative financial impact, since the duration and impact is unknown, management is unable to reasonably quantify the effect on future financial statements.

Management has evaluated and concluded that there are no other subsequent events that have occurred from June 30, 2019 through the date the financial statements were available to be issued at August 5, 2020 that would require disclosure or adjustment.

REQUIRED SUPPLEMENTARY INFORMATION

**CITY OF MADERA, CALIFORNIA
BUDGETARY COMPARISON SCHEDULE
STREET CONSTRUCTION SPECIAL REVENUE FUND
FOR THE YEAR ENDED JUNE 30, 2019**

Item D.

	Budgeted Amounts		Actual	Variance with Final Budget
	Original	Final		
REVENUES:				
Local transportation funds	\$ 1,090,470	\$ 1,090,470	\$ 853,521	\$ (236,949)
Total revenues	1,090,470	1,090,470	853,521	(236,949)
EXPENDITURES:				
Local transportation funds	614,245	3,933,524	345,220	3,588,304
Administrative	-	25,000	888	24,112
Total expenditures	614,245	3,958,524	346,108	3,612,416
Excess (deficiency) of revenues over (under) expenditures	476,225	(2,868,054)	507,413	3,375,467
OTHER FINANCING SOURCES (USES):				
Transfers out	(512,000)	(512,000)	(512,000)	-
Total other financing sources (uses)	(512,000)	(512,000)	(512,000)	-
Net change in fund balance	(35,775)	(3,380,054)	(4,587)	3,375,467
Fund balance - beginning	504,339	504,339	504,339	-
Fund balance - ending	\$ 468,564	\$ (2,875,715)	\$ 499,752	\$ 3,375,467

**CITY OF MADERA, CALIFORNIA
BUDGETARY COMPARISON SCHEDULE
INTERMODAL BUILDING OPERATIONS SPECIAL REVENUE FUND
FOR THE YEAR ENDED JUNE 30, 2018**

Item D.

	Budgeted Amounts		Actual	Variance with Final Budget
	Original	Final		
REVENUES:				
Local transportation funds	\$ 12,118	\$ 12,118	\$ 45,492	\$ 33,374
Aid from other governmental agencies	47,461	47,461	7,813	(39,648)
Building rents and leases	21,000	21,000	16,969	(4,031)
Utility reimbursements	7,000	7,000	12,284	5,284
Total revenues	87,579	87,579	82,558	(5,021)
EXPENDITURES:				
Intermodal building improvements	38,304	38,304	37,893	411
Administrative	46,048	46,048	44,467	1,581
Total expenditures	84,352	84,352	82,360	1,992
Excess (deficiency) of revenues over (under) expenditures	3,227	3,227	198	(3,029)
OTHER FINANCING SOURCES (USES):				
Transfers out	(244)	(244)	(244)	-
Total other financing sources (uses)	(244)	(244)	(244)	-
Net change in fund balance	2,983	2,983	(46)	(3,029)
Fund balance - beginning	28,452	28,452	28,452	-
Fund balance - ending	\$ 31,435	\$ 31,435	\$ 28,406	\$ (3,029)

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT FUNDS
NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION
FOR THE YEAR ENDED JUNE 30, 2019**

BUDGETARY INFORMATION

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

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

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

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

OTHER REPORT

THIS PAGE IS LEFT BLANK INTENTIONALLY.

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

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

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Transportation Development Act Funds (TDA Funds) of the City of Madera, California (the City), as of and for the year ended June 30, 2019, and the related notes to the financial statements, which collectively comprise the TDA Funds' financial statements, and have issued our report thereon dated August 5, 2020, which included an explanatory paragraph describing that the financial statements only present the City's TDA Funds.

Internal Control Over Financial Reporting

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

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

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

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

tel 559.299.9540
 fax 559.299.2344

Compliance and Other Matters

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

Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA)

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

During the fiscal year ended June 30, 2019, the City expensed \$555,616 of PTMISEA funding.

Purpose of this Report

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



Clovis, California
August 5, 2020



STAFF REPORT
Board Meeting of September 23, 2020

AGENDA ITEM: 7-E

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Triennial Performance Audit Request for Proposals (RFP)

Enclosure: Yes

Action: Authorize release of RFP

SUMMARY:

MCTC is statutorily required by Section 99246 of the California Public Utilities Code to designate entities other than itself, a county transportation commission, a transit development board, or an operator to make a performance audit of its activities and the activities of each operator to whom it allocates funds. MCTC staff would like to issue an RFP to procure a performance audit of the Regional Transportation Planning Agency and the operators for fiscal years 2017-18 through 2019-20. During the initial review, the audit should discuss the RTPA's characteristics and functions with the RTPA's management and governing board. RTPA functions may include:

- RTPA Administration and Management;
- Transportation Planning and Regional Coordination;
- Claimant Relationships and Oversight;
- Follow up of prior Performance Audit Recommendations;
- Marketing and Transportation Alternatives; and
- Grant Applications and Management

The audit should be completed by February 2021 and expects that the performance audit will be conducted consistent with the "Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities" issued by the California Department of Transportation (Caltrans). The Commission's Budget allowance for the Audit is \$30,000.

FISCAL IMPACT:

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



REQUEST FOR PROPOSALS

Triennial Performance Audits of Regional Transportation Planning Agency and Transit Operators

PROPOSAL REQUESTED BY:

MADERA COUNTY TRANSPORTATION COMMISSION
2001 Howard Road, Suite 201
Madera, CA 93637

Contents

- I. GENERAL PROJECT DESCRIPTION2
- II. BACKGROUND2
- III. SCOPE OF WORK.....4
- IV. CONTACT PERSON7
- V. PROJECT TIMETABLE7
- VI. PROPOSAL SUBMITTAL8
- VII. QUESTIONS8
- VIII. GENERAL CONDITIONS.....8
- IX. PROPOSAL REQUIREMENTS12
- X. PROPOSAL EVALUATION AND SELECTION15
- XI. PAYMENT SCHEDULE16

I. GENERAL PROJECT DESCRIPTION

The Madera County Transportation Commission (MCTC) is seeking services for the preparation of triennial performance audits of the regional transportation planning agency (RTPA) and the three transit operators in the region. MCTC is statutorily required by Section 99246 of the California Public Utilities Code to designate entities other than itself, a county transportation commission, a transit development board, or an operator to conduct a performance audit of its activities. The intent of the RFP is to procure a performance audit of the RTPA and the transit operators in the region for FY 2018 - 2020.

The final audit reports are expected to be completed by February 11, 2021 and must be conducted in compliance with relevant sections of the Transportation Development Act (TDA). The RTPA further expects that the performance audits conducted will be consistent with the “Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities” issued by the California Department of Transportation (Caltrans). Copies of the Guidebook can be downloaded from the Caltrans website [HERE](#)

II. BACKGROUND

For the prospective performance auditor to accurately estimate the complexity of the audits and the amount of effort which will be necessary to complete the audits, a brief description of the RTPA and each transit operator is provided.

A. MCTC Organization

The Madera County Transportation Commission (MCTC) is the Regional Comprehensive Planning Agency, Regional Transportation Planning Agency (RTPA), Metropolitan Planning Organization, and the Local Transportation Commission for Madera County designated pursuant to Title 3, Division 3, Chapter 2, Article II, Section 29532 of the California Government Code. The Commission is responsible for the development and adoption of the Regional Transportation Plan and Transportation Improvement Program required by state and federal law.

MCTC’s role is to foster intergovernmental coordination; undertake comprehensive regional planning with an emphasis on transportation planning issues; provide a forum for citizen input into the planning process; and to provide technical services to its member agencies. In all these activities the Commission works to develop a consensus among its members with regards to multi-jurisdictional transportation issues.

MCTC is organized into a Board of Directors supported by the Transportation Policy Committee and the Technical Advisory Committee. The Commission staff includes an Executive Director, Deputy Director/Fiscal Supervisor, two Principal Regional Planners, two Associate Regional Planners, an Administrative Analyst, and an Office Assistant. There is currently one standing committee – the Social Services Transportation Advisory Council (SSTAC) which reports through the Technical Advisory Committee.

The **Commission Board of Directors** is comprised of three (3) members of the Madera County Board of Supervisors; two (2) members of the Madera City Council; and one (1) member from the Chowchilla City Council.

The **Transportation Policy Committee (TPC)** has the same membership as the Board with the addition of one (1) person representing the Caltrans District 06 Director.

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 TAC reviews staff work conducted pursuant to the Overall Work Program; advises MCTC and TPC 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 the Commission.

B. City of Chowchilla

The City of Chowchilla operates Chowchilla Area Transit Express (CATX), a general public demand-responsive service. CATX service was initiated in 1995 and incorporated the senior bus program. The County of Madera helped fund CATX service for the unincorporated portions of the service area through FY 2018-19. The CATX service area now only encompasses the City as of July 1, 2019. The system transports approximately 11,800 riders annually.

C. City of Madera

The City of Madera operates the Madera Area Express (MAX) (recently renamed Madera Metro) fixed-route system and Dial-A-Ride, a general public demand-responsive system. Both services are operated under contract with MV Public Transportation. MAX Service operates primarily within the City limits. MAX transports approximately 108,300 riders annually.

D. Madera County

Madera County operates Madera County Connection (MCC). The MCC has several services: 1) There is a general public, inter-city, fixed-route weekday service. The system operates three fixed-routes. The Eastern Madera route serves the communities of North Fork, Oakhurst, and Coarsegold, extending to the Madera Ranchos and the Children’s Hospital of Central California via the City of Madera. The Chowchilla/Fairmead route provides service between the City of Madera, Fairmead, and the City of Chowchilla. The Eastin Arcola/Ripperdan/La Vina route provides service from the City of Madera to the communities of La Vina, Ripperdan, and Eastin Arcola. The fixed route transports approximately 20,400 riders annually. 2) There is a Dial-a-Ride general public service primarily serving the elderly and disabled in the unincorporated areas surrounding the City of Madera. 3) There is an Eastern Madera County Medical Escort & Senior Bus service. Madera County contracted with the Community Action Partnership of Madera County (CAPMC) through FY 18-19 and Fresno EOC starting July 1, 2019 to operate its Senior Bus and Escort Program services. The Senior Bus and Escort Service transports 3,700 riders annually.

III. SCOPE OF WORK

A. Regional Transportation Planning Agency’s Performance Audit

The consultant will be required to perform the tasks as part of the audit for the regional transportation planning agency.

1. Determine Compliance with Legal and Regulatory Requirements

The consultant will be required to review and determine the RTPA’s compliance with the Transportation Development Act (TDA) and related sections of the California Administrative Code. The specific Code Sections for which compliance is to be verified are those specified within the “Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities”. If the consultant identifies instances of non-compliance, then a finding regarding the non-compliance should be made in the audit report.

2. Follow-Up on Prior Performance Audit Recommendations

The consultant will review the most recent prior performance audit for the RTPA and assess the RTPA’s implementation of audit recommendations. The auditor will need to make determinations as to whether recommendations which have not been implemented are (a) no longer applicable, (b) infeasible, or (c) should still be implemented. If a prior audit recommendation has not been implemented, but still

has merit, the consultant should include the prior audit recommendation in the current audit report. The consultant will evaluate recommendations which have been implemented or are being implemented, and assess the benefits provided (or likely to be provided) by the recommendations. Significant accomplishments in implementing prior recommendations should be recognized.

3. Review RTPA Functions

The consultant will review each RTPA TDA-related function, consistent with the “Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities”. The functional review is expected to include interviews with the RTPA’s management, staff, and governing board, as well as with operators under the RTPA’s jurisdiction. Supplemental interviews with other regional agencies and State or Federal agencies may be appropriate to gather more detailed information about areas of concern. Concerns over inefficient or ineffective RTPA performance may be raised by:

- RTPA and operator interviews concerning RTPA functions
- Documents, such as the Regional Transportation Plan and adopted policies and procedures for evaluating TDA claims
- Follow up of prior performance audits
- Review of RTPA compliance with legal and regulatory requirements

B. **Transit Operators’ Performance Audit**

The consultant will be required to perform the following tasks as part of the audit for the three transit operators.

1. Determine Compliance with Statutory and Regulatory Requirements

The consultant will be required to review and determine the operator’s compliance with the Transportation Development Act (TDA) and related sections of the California Code of Regulations. At a minimum, the Code Sections for which compliance is to be verified are those specified within the “Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities”, published by Caltrans. Should the consultant identify instances of non-compliance, a finding regarding the non-compliance should be made in the audit report.

2. Follow-Up on Prior Performance Audit Recommendations

The consultant will review the most recent prior performance audits for the transit operators and assess the operator’s implementation of audit recommendations. The

auditor will need to make determinations as to whether recommendations which have not been implemented are (a) no longer applicable, (b) infeasible, or (c) should still be implemented. If a prior audit recommendation has not been implemented, but still has merit, the consultant should include the prior audit recommendation in the current audit report. The consultant will evaluate recommendations which have been implemented or are being implemented and assess the benefits provided (or likely to be provided) by the recommendations. Significant accomplishments in implementing prior recommendations should be recognized.

3. Verify Performance Indicators

As part of the performance audit, Section 99246 of the Public Utilities Code requires verification of five performance indicators: (1) operating cost per passenger; (2) operating cost per vehicle service hour; (3) passengers per vehicle service hour; (4) passengers per vehicle service mile; (5) and vehicle service hours per employee. Other indicators that should be verified include operating cost per vehicle service mile and farebox return ratio. The consultant will review and validate the operator's collection of basic data needed to calculate these indicators for each fiscal year in the triennium. The consultant will be expected to analyze performance indicators with the intent of identifying potential issues or concerns that may need further examination during the functional review.

As part of the functional review described below, the consultant will be expected to select, calculate, and analyze additional performance indicators which are appropriate to identify, quantify, and/or resolve performance problems and potential areas of improvement.

4. Review Operator Functions

The consultant will review each operator function, consistent with the "Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities". The functional review is expected to include interviews with the operators' management, staff, and governing board, as well as with selected RTPA staff. Concerns over inefficient or ineffective operator performance may be raised by:

- Operator and RTPA interviews concerning operator functions
- Documents, such as productivity committee reports, user surveys, or short range transit plans
- Review and analysis of TDA-required performance indicators
- Review of operator compliance with statutory and regulatory requirements

Such concerns of inefficient or ineffective performance should lead to further investigation, which may include the verification and calculation of additional performance indicators. The detailed investigation of functional concerns, problems and potential improvements should make up the basis of most findings in the audit report.

The consultant shall maintain all electronic and hard copy files pertaining to the project and shall provide MCTC with an electronic version of all reports, technical memos, and backup data prior to completion of the study. This shall include the MS Word and PDF versions of the final report. The consultant and any sub-consultants shall maintain consistent quality control procedures. All writings shall be submitted in ADA accessible screen readable format.

IV. CONTACT PERSON

Troy McNeil
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
(559) 675-0721 x12
troy@maderactc.org

V. PROJECT TIMETABLE

- September 24, 2020: Distribution of Request for Proposals
- October 9, 2020: Proposal questions due to MCTC
- October 30, 2020: Proposals due to MCTC by 3:00 p.m.
- November 18, 2020: Consultant selection by MCTC Board (estimated)
- December 1, 2020: Finalize Contract and begin work (estimated)
- February 11, 2021 Final Audit Reports Due (estimated)

Proposals may differ from the proposed schedule for valid, expressed reasons; however, MCTC intends that the consultant will commit an adequate level of staffing and maintain careful organization and communication in order to meet the proposed schedules as well as all purposes and products of the project.

VI. PROPOSAL SUBMITTAL

Proposals must be **received** no later than **3:00 pm on October 30, 2020** at the MCTC office.

**MADERA COUNTY TRANSPORTATION COMMISSION
2001 HOWARD ROAD, SUITE 201
MADERA, CA 93637**

Proposals must be submitted in a sealed envelope that is clearly marked **“Triennial Performance Audit”**. If mail delivery is used, the proposer should mail the proposal early enough to provide for arrival by this deadline. Proposer uses mail or courier service at his/her own risk. MCTC will not be liable or responsible for any late delivery of proposals. **Postmarks will not be accepted**. Until award of contract, the proposals shall be held in confidence and shall not be available for public review. Upon award of a contract to the successful proposer, all proposals shall be public records. No proposal shall be returned after the date and time set for opening thereof.

By submitting a proposal, the proposer certifies that his or her name or the consulting firm’s name, as well as that of proposer subcontractors, does not appear on the Comptroller General’s list of ineligible contractors for federally assisted projects.

VII. QUESTIONS

Questions should be directed to Troy McNeil by email at troy@maderactc.org. Questions must be in writing and will be accepted until 3:00 p.m. on October 9, 2020. Replies to the written questions submitted will be posted on the MCTC website (www.maderactc.org) no later than October 12, 2020. Please check www.maderactc.org regularly for amendments or additional information on this RFP. Consultants that are applying are forbidden from contacting members of the Madera County Transportation Commission to discuss their proposal. Failure to comply with this requirement may cause your proposal to be denied without review.

VIII. GENERAL CONDITIONS

A. Limitations

This Request for Proposal (RFP) does not commit MCTC to award a contract, to pay any costs incurred in the preparation of the proposal in response to this request, or to procure or contract for services or supplies. MCTC expressly reserves the right to reject

any and all proposals or to waive any irregularity or information in any proposal or in the RFP procedure and to be the sole judge of the responsibility of any proposer and the suitability of the materials and/or services to be rendered. MCTC reserves the right to withdraw this RFP at any time without prior notice. Further, MCTC reserves the right to modify the RFP schedule described above.

B. Award

All finalists may be required to participate in negotiations and submit such price, technical, or other revisions of their proposals as may result from negotiations. MCTC also reserves the right to award the contract without discussion or interviews, based upon the initial proposals. Accordingly, each initial proposal should be submitted on the most favorable terms from a price and a technical viewpoint. However, selection will be based upon demonstrated competence and professional qualifications necessary for the satisfactory performance of the services required. Following the initial qualifications-based selection, the price proposal provided will be the basis for negotiations to ensure MCTC receives a fair and reasonable price.

The selected consultant shall execute a contract with MCTC after consultant selection approval. The official selection of the consultant, if any, will be made by MCTC on November 18, 2020 or next available Board meeting. Unsuccessful proposals will be notified in writing.

C. RFP Addendum

Any changes to the RFP requirements will be made by written addenda by MCTC and shall be considered part of the RFP. Upon issuance, such addenda shall be incorporated in the RFP documents, and shall prevail over inconsistent provisions of earlier issued documentation.

D. Verbal Agreement or Conversation

No prior, current, or post award verbal conversations or agreement(s) with any officer, agent, or employee of MCTC shall affect or modify any terms or obligations of the RFP, or any contract resulting from this RFP.

E. Pre-contractual Expense

Pre-contractual expenses are defined as expenses incurred by proposers and selected contractor in:

1. Preparing proposals in response to this RFP.

2. Submitting proposals to MCTC.
3. Negotiations with MCTC on any matter related to proposals.
4. Other expenses incurred by a contractor or proposer prior to the date of the award of any agreement.

In any event, MCTC shall not be liable for any pre-contractual expenses incurred by any proposer or selected contractor. Proposers shall not include any such expenses as part of the price proposed in response to this RFP. MCTC shall be held harmless and free from any and all liability, claims, or expenses whatsoever incurred by, or in behalf of, any person or organization responding to this RFP.

F. Signature

The proposal shall provide the following information: name, title, address, and telephone number of the individual with authority to bind the company and also who may be contacted during the period of proposal evaluation. The proposal shall be signed by an official authorized to bind the consultant(s) and shall contain a statement to the effect that the proposal is a firm offer for at least a ninety (90) day period. Execution of the contract is expected by December 1, 2020.

G. Term

The term of the contract will be December 1, 2020 – March 31, 2021 or as agreed upon by the proposer and the MCTC Executive Director.

H. Insurance

The successful firm shall provide evidence of the following insurance requirements:

1. Workers Compensation; Employer's Liability: Statutory requirements for Workers' Compensation; \$1,000,000 Employers' Liability.
2. Comprehensive Automobile: Bodily Injury/Property Damage \$1,000,000 each accident.
3. General Liability: \$1,000,000 per occurrence naming The Madera County Transportation Commission as an additional insured.
4. Errors and Omissions/Professional Liability (errors and omissions liability insurance appropriate to the Consultant's profession as defined by MCTC): \$1,000,000 per claim.

I. Contract Arrangements

The proposer is expected to execute a contract similar to MCTC's Professional Services Agreement, which meets the requirements of the federal transportation bill, currently Fixing America's Surface Transportation (FAST) Act.

1. Disadvantaged Business Enterprise DBE Policy: It is the policy of the U.S. Department of Transportation that minority- and women-owned business enterprises (hereby referred to as DBE's) as defined in 49 CFR Part 26, shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds. DBE certified consultants are encouraged to submit proposals. MCTC will not exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone, in connection with the award and performance of any contract covered by 49 CFR, Part 26 on the basis of race, color, sex, or national origin.
2. DBE Obligation: The recipient or its contractor agrees to ensure that DBE's have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this agreement. In this regard, all recipients or contractors shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that DBE's have the maximum opportunity to compete for and perform contracts. Recipients and their contractors shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of DOT-assisted contracts.
3. Title VI of the Civil Rights Act of 1964: The contractor agrees to comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964 (49 USC 2000d) and the regulations of the U.S. Department of Transportation issued thereunder in 49 CFR Part 21.
4. Equal Employment Opportunity: In connection with the performance of the contract, the contractor shall not discriminate against any employee or applicant for employment because of race, color, age, creed, sex or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship.

Each proposal, to be considered responsive, must include the following:

1. A copy of the consultant(s) Equal Employment Opportunity policy (applicable for firms with 50 or more employees); and
2. A discussion of the consultant(s) program for use of DBE's in the performance of this work, including the following:
 - The names and addresses of DBE firms that will participate
 - The description of work each named firm will perform
 - The dollar amount of participation by each DBE firm
3. Conflict of Interest: Firms submitting proposals in response to this RFP must disclose to MCTC any actual, apparent, or potential conflicts of interest that may exist relative to the services to be provided under Agreement for consulting services to be awarded pursuant to this RFP. If this firm has no conflict of interest, a statement to that effect shall be included in this proposal.

IX. PROPOSAL REQUIREMENTS

A. Experience and Qualifications

Prospective consultants shall provide a summary description of the firm's overall qualifications for this project and previous experience on similar or related engagements. The proposal shall also provide a description of the qualifications and experience of key staff proposed for this project. For each key project staff that works on this project, the proposal must list the location of the office that the employee typically works. Failure to provide the requested information may disqualify a proposal. (8 page maximum)

B. Understanding of the Project

Prospective consultants shall include a brief narrative introducing the consultant's understanding of the project requirements. The contents of this section are to be determined by the respondent but shall demonstrate understanding of the unique characteristics of this project and the requirements of the project in the scope of work contained in this request for proposals. Prospective consultants shall identify and state in the proposal the types of information it will need to complete the Scope of Services. (12 page maximum)

C. Project Personnel

Prospective consultants shall designate by name the project manager and primary professional staff to be employed. Primary professional staff shall include staff with a high number of proportionate hours performed on the project and specialized and/or technical staff. The selected consultant shall not substitute the project manager or key professional staff without the prior approval of the MCTC Executive Director. (3 pages maximum)

D. Subcontracting

If subcontractors are used, prospective consultants shall submit a description of each person and/or firm, the work to be done by each subcontractor, and the proposed budget for each person and/or firm. The MCTC Executive Director must approve all subcontractors and no work may be subcontracted nor the subcontractor changed without the prior approval of the MCTC Executive Director. (2 pages maximum per subcontractor)

E. References

Prospective consultants shall provide names, addresses and telephone numbers for three clients for whom the prospective firm has completed technical and management assignments of similar complexity to that proposed in this request. A brief summary statement for each assignment shall be provided, along with a description of the role the proposing firm had in project completion and/or implementation of said projects. Key project personnel shall also be included in references, with a minimum of one reference specific to key personnel proposed for work on this project. Previous projects for key personnel may include work performed outside of the proposing firm, if necessary, and may necessitate additional listed references. At least one reference for each subcontracted person and/or firm shall be provided. (6 page maximum)

F. Methodology

Prospective consultants shall describe the overall approach to the project, specific techniques that will be used, and the specific administrative and operational management expertise that will be employed. A proposed schedule shall be included. The project schedule must be clearly stated with intermittent milestones. (15 pages maximum)

G. Conflict of Interest

Prospective consultants shall disclose any financial, business or other relationship

with MCTC, either of the two incorporated cities in Madera County, the County of Madera, or any of their officers or officials that may have an impact on the outcome of the project. The prospective consultant shall also list current clients who may have a financial interest in the outcome of the project.

H. Project Costs

Prospective consultants shall include cost details for the hourly labor rate, administrative and overhead rates, and the profit rates as shown below for each staff working on the project.

Sample Cost Proposal				
Title	Hourly Rate	Overhead	Profit	Total Hourly Rate
Project Manager				
Professional Staff				
Other Staff				

The proposal shall include a cost breakdown of the expenses incurred for the project by task, including the employee (with hours) to be assigned to each task, and the total cost of the project.

I. Number of Copies

The proposer must provide three (3) bound copies and one (1) electronic Adobe PDF of all submittals in response to this Request for Proposals.

J. Signature

The proposal shall be signed by an official(s) authorized to bind the consultant and shall contain a statement to the effect that the proposal is a firm offer for a 90-day period. The proposal shall also provide the following: name, title, address, and telephone number of individuals with authority to negotiate and contractually bind the company.

All proposals, whether selected or rejected, shall become the property of the Madera County Transportation Commission.

All proposals received prior to the date and time specified above for receipt may be withdrawn or modified by written request of the proposer. To be considered, the modification must be received in writing, and in the same number of copies as the original proposal, prior to the date and time specified for receipt of proposals.

Until award of the contract, the proposals shall be held in confidence and shall not be available for public review. Upon award of a contract to the successful proposer, all proposals shall be public records. No proposal shall be returned after the date and time set for opening thereof.

X. PROPOSAL EVALUATION AND SELECTION

A proposal review panel made up of members of MCTC and the selected Evaluation Committee will evaluate the proposals. Proposers may be telephoned and asked for further information, if necessary. Previous clients will also be called. The panel will make recommendations to the MCTC Executive Director based on the proposal and reference check. MCTC reserves the right to select a consultant based solely on written proposals and not convene oral interviews.

Upon receipt of the proposals, a technical evaluation will be performed. Each of the major sections of the proposal will be reviewed and evaluated with criteria designed to help judge the quality of the proposal. Evaluation criteria will include such considerations as:

- Specialized experience and technical competence
- Familiarity with the types of issues and problems associated with transportation planning agencies
- Understanding the purpose and requirements of state and federal transportation funding
- Hourly fee schedule of staff

Following the qualification-based ranking, negotiations may be conducted with the most qualified proposer. Failing an agreement on price, MCTC will negotiate with the next most qualified proposer until a contract can be awarded to the most qualified offeror whose price is fair and reasonable.

Proposals submitted by each consultant will be evaluated separately based on how well each proposal meets the scoring criteria listed below:

CRITERIA	POINTS
PROPOSAL	
Comprehension of Project	5
Thoroughness of Proposal	10
Meeting the RFP Objectives	10
Project Delivery Time	5
CONSULTANT QUALIFICATIONS	
Qualifications and Experience	50
References	10
DBE Participation Level	5
COST	
Reasonableness of Cost	5
TOTAL POSSIBLE (RFP)	100

XI. PAYMENT SCHEDULE

Payment to the selected consultant will be made upon successful completion of project tasks as invoiced by the consultant. Pre-award expenses shall not be allowed. Invoices shall be billed on a monthly basis. All invoices will be mailed to the MCTC office at 2001 Howard Road, Suite 201, Madera, CA 93637.

SAMPLE
PROFESSIONAL SERVICES AGREEMENT
between
MADERA COUNTY TRANSPORTATION COMMISSION
and

THIS AGREEMENT is made and entered into this ____ day of _____ 2020, by and between the MADERA COUNTY TRANSPORTATION COMMISSION, hereinafter referred to as "COMMISSION," and _____, hereinafter referred to as "CONSULTANT."

RECITALS

- A. COMMISSION has previously received a proposal from CONSULTANT to complete performance auditing services for the Triennial Performance Audits for the Regional Transportation Planning Agency and the three transit operators, hereinafter described as "the Project".
- B. COMMISSION has determined the Project will involve the performance of professional and technical services of a temporary nature.
- C. COMMISSION does not have available employees to perform the services for the Project.
- D. CONSULTANT has the extensive experience and expertise necessary for the performance of the professional and technical services required for the Project.
- E. CONSULTANT has agreed to perform services pursuant to the following terms.

AGREEMENT

1. **SCOPE.** CONSULTANT shall perform tasks as set forth in CONSULTANT's proposal and as agreed upon with the COMMISSION. CONSULTANT shall determine the methods, details, and means of performing the scope of work. CONSULTANT shall determine, at the earliest feasible time, those factors that could severely inhibit or prohibit the approval of the proposed Project. CONSULTANT shall promptly notify COMMISSION's Representative of the CONSULTANT's findings regarding such factors and conclusions related thereto, for the purpose of determining the feasibility of continuing with the Project according to the scope of work. In the event the preparation of the project is terminated, CONSULTANT shall be paid for the work completed, in accordance with the provisions of section 4.06, below.

2. **PAYMENT TERMS.**

2.01 COMMISSION agrees to pay CONSULTANT for its services hereunder (including expenses of every kind) according to the cost proposal submitted, approved, and on file with the COMMISSION, but in no event shall it exceed \$_____. CONSULTANT's fees and costs shall be computed and paid based

upon CONSULTANT's invoices detailing the work satisfactorily performed during the period. COMMISSION shall make payment to CONSULTANT, for all work tasks satisfactorily performed, within thirty (30) days of COMMISSION's receipt of properly detailed invoices. CONSULTANT shall not perform any work or services or incur any expenses, and COMMISSION shall have no obligation to pay for any work or services or expenses, costing more than the amounts set forth above without the prior express written approval of the COMMISSION. Such approval, if any, must be in the form of a written amendment to this Agreement, which has been approved by CONSULTANT and by the COMMISSION.

3. **TERM OF AGREEMENT.**

This Agreement shall take effect December 1, 2020 and shall terminate March 31, 2021, unless terminated earlier by one or both parties.

4. **GENERAL PROVISIONS.**

4.01 CONSULTANT and COMMISSION agree that all professional services performed pursuant to this Agreement by CONSULTANT shall be performed as an independent contractor. Under no circumstances shall CONSULTANT look to COMMISSION as its employer, or as a partner, agent, or principal. CONSULTANT shall not be entitled to any benefits accorded to COMMISSION's employees, including, without limitation, worker's compensation, disability insurance, vacation, or sick pay. CONSULTANT shall be responsible for providing, at its own expense, and in its name, disability, worker's compensation, or other insurance as well as licenses or permits usual or necessary for conducting the services hereunder. All persons employed by CONSULTANT in connection with this Agreement shall not be agents or employees of COMMISSION. CONSULTANT shall pay, when and as due, any and all taxes incurred as a result of CONSULTANT's compensation hereunder.

4.02 CONSULTANT and COMMISSION agree to use reasonable care and diligence to perform their respective services under this Agreement. CONSULTANT represents that it has the qualifications and ability to perform the services required hereunder and will do so with care, skill, and diligence in a professional manner and in accordance with the standards of performance generally applicable to professionals in CONSULTANT's field performing the same or similar services under the same or similar circumstances, without the advice, control, or supervision of COMMISSION. CONSULTANT shall be solely responsible for the professional performance of the services hereunder, and shall receive no assistance, direction, or control from COMMISSION. CONSULTANT shall have the sole discretion and control of its services and the manner in which performed. However, COMMISSION retains the right to administer this Agreement so as to verify that CONSULTANT is performing its obligations in accordance with the terms and conditions hereof.

4.03 During the performance of this Agreement, CONSULTANT will not discriminate against any employee or applicant for employment on any basis prohibited by State or Federal Law including race, religion, creed, color, national origin, sex, age or disability. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selecting for training, including apprenticeship. The CONSULTANT will ensure that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, national origin, disability or any basis prohibited by law. CONSULTANT will take affirmative steps to ensure that employees are

treated during employment, without regard to their race, religion, creed, color, national origin, sex, age, disability or any other basis forbidden by law.

4.04 The applications and documents prepared by CONSULTANT pursuant to this Agreement shall become the property of COMMISSION. COMMISSION is entitled to full and unrestricted use of such applications and documents for this Project. COMMISSION may also retain the original of the documents upon request. CONSULTANT shall not apply for copyrights or patents on all or any part of the work performed under this Agreement. CONSULTANT shall not be liable or responsible for any use, reuse, or modification of, or derivation from, any of such applications and documents prepared by CONSULTANT that is made without CONSULTANT's written consent other than for purposes contemplated by CONSULTANT's scope of work in the respective tasks undertaken pursuant to Section 1 above.

4.05 COMMISSION may terminate this Agreement without cause by giving at least thirty (30) days written notice to CONSULTANT. The written notice shall specify the date of termination. Upon receipt of such notice, CONSULTANT may continue work on the Project through the date of termination. CONSULTANT may terminate this Agreement without cause by giving at least thirty (30) days written notice to the COMMISSION. The written notice shall specify the date of termination. If either party breaches a material provision of this Agreement, then the other party may, at its option, immediately terminate this Agreement by giving written notice to the breaching party of such termination and specifying the reasons therefore. If this Agreement is terminated for any reason prior to its completion, CONSULTANT shall be paid for all work satisfactorily performed through the date CONSULTANT received the notice of termination and for any additional work expressly requested by COMMISSION's Representative as necessary to wind up the work performed up to the date of termination. Such payment shall be in an amount based upon performance and completion of the on-call tasks as set forth in the proposal.

4.06 If CONSULTANT materially breaches the terms of this Agreement, COMMISSION shall retain the plans, specifications, and other documents prepared by CONSULTANT, and may have the following remedies:

4.06.1 Immediately terminate the Agreement with CONSULTANT;

4.06.2 Complete the unfinished work, under this Agreement, with a different consultant; or

4.06.3 Charge CONSULTANT with the difference between the cost of completion of the unfinished work pursuant to this Agreement and the amount that would otherwise be due CONSULTANT, had CONSULTANT completed the work.

4.07 This Agreement is binding upon COMMISSION and CONSULTANT and their successors. Except as otherwise provided herein, neither COMMISSION nor CONSULTANT shall assign, sublet or transfer its interest in this Agreement or any part thereof, or delegate its duties hereunder without the prior written consent of the other. Any assignment, transfer, or delegation made without such written consent shall be void and shall be a material breach of this Agreement.

4.08 A COMMISSION representative shall be designated by COMMISSION and a CONSULTANT representative shall be designated by CONSULTANT. The COMMISSION representative and the CONSULTANT representative shall be the primary contact person for each party regarding performance of this Agreement. The COMMISSION representative shall cooperate with CONSULTANT and the CONSULTANT representative shall cooperate with COMMISSION in all matters regarding this Agreement, and in such a manner as will result in the performance of the work in a timely and expeditious fashion.

COMMISSION Representative

Patricia Taylor

Madera County Transportation Commission

2001 Howard Road, Suite 201

Madera, CA 93637

(559) 675-0721

patricia@maderactc.org

CONSULTANT Representative

4.09 This Agreement represents the entire and integrated Agreement between COMMISSION and CONSULTANT and supersedes all prior negotiations, representations or agreements, either written or oral. This Agreement may be modified or amended only by a subsequent written agreement signed by both parties.

4.10 Where the payment terms provide for compensation on a time and materials basis, CONSULTANT shall maintain adequate records to permit inspection and audit of its time and material charges under this Agreement. All such records shall be available to COMMISSION. Such books and records shall be maintained and kept on a current basis, with all transactions pertaining to this Agreement recorded in a form in accordance with generally acceptable accounting principles. Such books and records shall be made available to the COMMISSION and to any authorized representative thereof for purposes of audit at all reasonable times and places. All such books and records shall be retained for such periods of time as required by law, provided, however, notwithstanding any shorter periods of retention, all books, records, and supporting detail shall be retained for a period of at least three years after the expiration of the term of this Agreement.

4.11 COMMISSION and CONSULTANT agree that until final approval by COMMISSION all data, plans, specifications, reports and other documents are confidential and will not be released to third parties without the prior written consent of both parties.

4.12 CONSULTANT shall employ no COMMISSION, County of Madera, City of Madera, or City of Chowchilla official or employee in the performance of the work pursuant to this Agreement. No officer or employee of the COMMISSION shall have any financial interest in this Agreement in violation of California Government Code Sections 1090 and following. CONSULTANT represents that CONSULTANT and its officers and employees have no present financial or other conflict of interest that would disqualify any or all of them from entering into or performing services under this Agreement. During the term of this Agreement, CONSULTANT, its officers and employees shall not acquire any financial or other interest that would disqualify any or all of them from performing services under this Agreement.

4.13 The laws of the State of California shall govern the rights, obligations, duties and liabilities of the parties to this Agreement and shall also govern the interpretation of this Agreement.

4.14 If either party to this Agreement shall bring or participate in any action for any relief against the other, declaratory or otherwise, arising out of this Agreement, the losing party shall pay to the prevailing party a reasonable sum for attorney's fees incurred in bringing such suit and/or enforcing any judgment granted therein, all of which shall be deemed to have accrued upon the commencement of such action and shall be paid whether or not such action is prosecuted to judgment. Any judgment or order entered in such action shall contain a specific provision providing for the recovery of attorneys' fees and costs incurred in enforcing such judgment.

4.15 CONSULTANT shall save, keep and hold harmless COMMISSION, its officers, agents, employees and volunteers from any third party claims for loss, cost, expense (including attorneys' fees), damage, claim or liability, in law or equity, including, but not limited to, liability as a result of injury to, or death of, any person or damage to, or loss or destruction of, any property, resulting from or arising out of or in any way connected with the negligent performance of this Agreement by CONSULTANT, any of the CONSULTANT's employees, or any subcontractor, regardless of the negligence of COMMISSION, its officers, agents, employees or volunteers, except to the extent such loss, cost, expense, damage, claim or liability results from the active negligence or willful misconduct of COMMISSION, its officers, agents, employees or volunteers. COMMISSION will not be held liable for any accident, loss or damage to the work prior to its completion and acceptance. Upon request of COMMISSION, CONSULTANT shall, at no cost or expense to COMMISSION, its officers, agents, employees or volunteers, defend any suit asserting a claim for any loss, damage, or liability due to CONSULTANT's negligence, and CONSULTANT shall pay any costs and attorney's fees that may be incurred by COMMISSION, its officers, agents, employees or volunteers in connection with any such claim or suit. If it is finally adjudicated that liability was caused by the comparative active negligence or willful misconduct of an indemnified party, (1) CONSULTANT's indemnification obligation shall be reduced in proportion to the established comparative liability and (2) CONSULTANT may submit a claim to COMMISSION for reimbursement of reasonable attorneys' fees and defense costs incurred in defending COMMISSION in proportion to the established comparative liability of the indemnified party.

4.16 Without limiting CONSULTANT's indemnification of COMMISSION, its officers, agents, employees and volunteers, CONSULTANT shall provide, at its own expense, and maintain at all times during the term of this Agreement (and any extensions thereof) the following insurance with insurance companies licensed in the State of California and acceptable to the COMMISSION. CONSULTANT may be required to provide satisfactory proof of such insurance to COMMISSION. Such insurance policies shall name the COMMISSION, its officers, agents and employees as additional insureds under said policies, shall include a provision that the coverage is primary with respect to COMMISSION and its officers, agents and employees, and shall contain a provision preventing cancellation without thirty (30) days prior notice to COMMISSION in writing at the address of COMMISSION:

4.16.1 Worker's Compensation Insurance, in compliance with the laws of the State of California;

4.16.2 General Liability Insurance, with a minimum limit of liability per occurrence of One Million Dollars (\$1,000,000.00) for bodily injury and One Hundred Thousand Dollars (\$100,000.00) for property

damage. This insurance shall indicate on the certificate of insurance the following coverages and indicate the policy aggregate limit applying to: premises and operations and broad form contractual;

4.16.3 Automobile Liability Insurance, with a minimum limit of liability per occurrence of One Million Dollars (\$ 1,000,000.00) for bodily injury and One Hundred Thousand Dollars (\$100,000.00) for property damage. This insurance shall provide coverage for bodily injury, property damage, hired automobiles, and non-owned automobiles.

4.16.4 Errors and Omissions/ Professional Services Liability Insurance with a minimum limit of liability in the amount of One Million Dollars (\$1,000,000.00).

4.17 The CONSULTANT acknowledges and agrees that the on-call work to be performed under this Agreement will be solely for the benefit of COMMISSION and that CONSULTANT owes its duties of performance and loyalty to COMMISSION and not to any other person or entity. CONSULTANT further acknowledges and agrees that no provision of this Agreement shall in any way inure to the benefit of any third person or entity so as to constitute any such person or entity a third-party beneficiary of said Agreement or of any one or more of the terms hereof, or otherwise give rise to any cause of action in any person or entity not a party hereto. CONSULTANT further acknowledges and agrees that the final responsibility and final authority as to the quality and the contents of the work to be performed hereunder lies in the sole discretion of COMMISSION and not in any other person or entity.

4.18 All obligations arising prior to the termination of this Agreement and all provisions of this Agreement allocating responsibility or liability between the parties shall survive the completion of the services hereunder and/or the termination of this Agreement.

5. ADDITIONAL PROVISIONS

5.01 CONSULTANT shall use reasonable care and diligence to comply with the applicable federal, state, and local laws in performance of work under this Agreement. In addition to the foregoing, the following provisions shall be applicable to services provided under this Agreement:

5.02 All contractors, including sub-contractors, will comply with 2 CFR Part 200 to determine the allowability of individual project costs.

5.03 All contractors, including sub-contractors, will comply with Federal administrative procedures in accordance with 2 CFR Part 200.

5.04 All subcontractors will also be bound by the same regulations within this agreement.

5.05 All records pertaining to this agreement will be retained for 3 years from date of final payment and shall make all such supporting information available for inspection and audit by representatives of the State, the Bureau of State Audits, or the Federal Government upon request.

5.06 All contractors, including subcontractors, will have an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for contract. The accounting system shall conform to Generally Accepted Accounting Principles.

5.07 Travel expenses and per diem rates are not to exceed the rate specified by the State of California Department of Personnel Administration for similar employees (i.e. non-represented employees) unless written verification is supplied that government hotel rates are not commercially available to COMMISSION, or its contractors, its subcontractors, and/or its subrecipients, at the time and location required as specified in the California Department of Transportation's Travel Guide Exception Process.

6. DISADVANTAGED BUSINESS ENTERPRISE (DBE)

6.01 Policy. It is the policy of the COMMISSION that Disadvantaged Business Enterprises (DBE) as defined in 49 CFR, Part 26, shall have the maximum opportunity to participate in the performance of work under this AGREEMENT. The DBE requirements of 49 CFR, Part 26, apply to this AGREEMENT. The COMMISSION shall not discriminate on the basis of race, color, religion, sex (including pregnancy, childbirth, or related medical conditions), national origin, ancestry, age physical or mental disability, legally-protected medical condition, family care status, veteran status, marital status, sexual orientation, or any other basis protected by state or federal laws in the award and performance of any DOT-assisted contract or in the administration of the Disadvantaged Business Enterprise (DBE) Program or the requirements of 49 CFR Part 26. The COMMISSION shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The COMMISSION's DBE Program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this AGREEMENT. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this AGREEMENT. Upon notification to the COMMISSION of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 USC 1001 and/or the Program fraud Civil Remedies Act of 1986 (31 U.S. Code §3901 et seq.).

6.02 Contract Assurance. The Contractor, Subrecipient or Subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this AGREEMENT. The CONSULTANT shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of United States Department of Transportation-assisted contracts. Failure by each CONSULTANT to carry out these requirements is a material breach of contract, which may result in the termination of this contract or such other remedy, as recipient deems appropriate, which may include but is not limited to:

1. Withholding monthly progress payments.
2. Assessing Sanctions
3. Liquidated Damages.
4. Disqualifying the contractor from future bidding as non-responsible.

6.03 DBE Obligation. The Contractor must utilize the specific DBEs listed to perform the work and supply the materials for which each is listed unless the contractor obtains authorization from Caltrans. Unless the COMMISSION provides prior authorization approving the request for termination or substitution of a listed DBE, the Contractor shall not be entitled to any payment for work or materials unless it is performed or supplies by the listed DBEs.

6.04 Prompt Payment of Funds. No retainage will be held by the COMMISSION from payments due the CONSULTANT. Any retainage held by the CONSULTANT from payments due any subcontractors shall be promptly paid in full to subcontractors for satisfactory performance no later than the (10) days from the receipt of each payment the CONSULTANT receives from the COMMISSION. Federal law (49 CFR Part 26.29) requires that any delay or postponement of payment beyond thirty (30) days may take place for good cause and with the COMMISSION's prior written approval. Any violation of this provision shall subject the CONSULTANT to the penalties, sanctions and other remedies specified in §7208.5 of the Business and Professions Code. These requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies otherwise available to the CONSULTANT in the event of a dispute involving late payment or no payment by the CONSULTANT, deficient subcontract performance, or noncompliance by a subcontractor. This provision applies to both DBE and non-DBE prime contractors or subcontractors.

6.05 DBE Records. The CONSULTANT shall maintain records of materials purchased and/or supplied from all subcontracts entered into with certified DBEs. The records shall show the name and business address of each DBE or vendor and the total dollar amount actually paid each DBE or vendor, regardless of tier. The records shall show the date of payment and the total dollar figure paid to all firms. DBE Consultants shall also show the date of work performed by their own forces along with the corresponding dollar value of the work.

Upon completion of the Agreement, a summary of these records shall be prepared and submitted on the form entitled, "Final Report – Utilization of Disadvantaged Enterprises (DBE)," certified correct by the CONSULTANT or the CONSULTANT's authorized representative and shall be furnished to the COMMISSION with the final invoice. Failure to provide the summary of DBE payments with the final invoice will result in twenty-five percent (25%) of the dollar value of the invoice being withheld from payment until the form is submitted. The amount will be returned to the CONSULTANT when a satisfactory "Final Report Utilization of Disadvantaged Business Enterprises (DBE)" is submitted to the COMMISSION.

6.06 DBE Certification and De-Certification Status. If a DBE subcontractor is decertified during the life of the Agreement, the decertified subcontractor shall notify the CONSULTANT in writing with the date of de-certification. If a subcontractor becomes a certified DBE during the life of the Agreement, the subcontractor shall notify the CONSULTANT in writing with the date of certification. Any changes should be reported to the COMMISSION within thirty (30) days.

6.07 As required by Title 49 CFR, Part 26, of the Code of Federal Regulations, each invoice must be accompanied by a completed Disadvantaged Business Enterprises Utilization Report (ADM-3069). This reporting requirement increases accountability, tracks federal dollars, and confirms actual DBE usage.

* * * * *

IN WITNESS WHEREOF, the parties have caused their authorized representatives to execute this agreement as of the day and year first above-written.

MADERA COUNTY
TRANSPORTATION COMMISSION

Patricia Taylor
Executive Director

CONSULTANT

By: _____

Title: _____



STAFF REPORT
Board Meeting of September 23, 2020

AGENDA ITEM: 7-F

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Planning, Programming, and Monitoring (PPM) Fund Transfer Agreements – Resolution 20-12

Enclosure: Yes

Action: Approve Resolution 20-12

SUMMARY:

State transportation funding available through the State Transportation Improvement Program (STIP) allows up to 5% of the County share be allocated to Regional Transportation Planning Agencies for Planning, Programming, and Monitoring (PPM) activities. Upon approval by the California Transportation Commission, MCTC enters into a Fund Transfer Agreement with Caltrans in order to receive the funds. The attached resolution authorizes the Executive Director to execute all PPM Fund Transfer Agreements.

FISCAL IMPACT:

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

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

<p>In the matter of PLANNING, PROGRAMMING, AND MONITORING (PPM) PROGRAM FUND TRANSFER AGREEMENT</p>	<p>Resolution No.: 20-12</p>
------------------------------------------------------------------------------------------------------------------------	-------------------------------------

WHEREAS, the Madera County Transportation Commission is the Regional Transportation Planning Agency for Madera County pursuant to state law; and

WHEREAS, state transportation funding known as “County Share” is made available to the Madera County Transportation Commission with said funds to be used for capital projects needed to improve transportation in the region. These projects generally include improving state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation systems management, transportation demand management, soundwalls, intermodal facilities, and safety; and

WHEREAS, up to 5% of the “County Share” in counties under 1,000,000 population is available for project planning, programming, and monitoring activities conducted by the regional transportation planning agency in each county; and

WHEREAS, pursuant to State Transportation Improvement Program Guidelines as developed by the California Transportation Commission, the Madera County Transportation Commission develops and submits the Regional Transportation Improvement Program for Madera County in which the “County Share” funds are programmed; and

WHEREAS, it is required that the Madera County Transportation Commission enter into a Funds Transfer Agreement with the State of California to release to the Madera County Transportation Commission its Planning, Programming, and Monitoring Program moneys.

NOW, THEREFORE, BE IT RESOLVED, that the Madera County Transportation Commission Executive Director is authorized to execute all Planning, Programming, and Monitoring Program Fund Transfer Agreements.

The foregoing resolution was adopted this 23rd day of September 2020 by the following vote:

Commissioner Max Rodriguez _____
Commissioner Jose Rodriguez _____
Commissioner Waseem Ahmed _____
Commissioner Brett Frazier _____
Commissioner Andrew Medellin _____
Commissioner Tom Wheeler _____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of September 23, 2020

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

SUBJECT:

FY 2020-21 Overall Work Program & Budget – Amendment No. 1

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 1

SUMMARY:

Included in your package is the amended FY 2020-21 Overall Work Program & Budget. The revised Budget is \$2,188,485 (increase of \$200,434 from original budget). The amendment reflects changes due to recognizing the REAP Housing award, the approved Executive Director contract, actual carryover of budgeted contract expenditures from FY 2019-20, and an adjustment for actual costs incurred versus budgeted costs. A new Work Element (102) was added for the Regional Housing Planning Program.

The amendment is recognized in the following accounts:

Revenues – (Increase \$200,434)

- FHWA – decrease \$27
- FHWA PL Carryover – decrease \$70,525
- FTA 5303 Carryover – increase \$12,435
- STIP Planning – decrease \$60
- SB-1 Sustainable Communities Grant Carryover 18-19 – increase \$31,546
- SB-1 Sustainable Communities Grant Carryover 19-20 – increase \$27,033
- SJV REAP Housing – increase \$173,483
- TDA Carryover – increase \$45,524
- TDA Planning – decrease \$7,011
- MCTA – decrease \$11,964

Salaries & Benefits – (Increase \$1,305)

- Salaries – increase \$851
- ICMA 401(a) – increase \$127
- Medicare – increase \$12
- Worker’s Compensation – increase \$1,466
- Health – decrease \$1,151

Indirect Costs – (No change)

- Travel Expenses – decrease \$1,500
- Valley Coordination – increase \$1,500

Other Direct Costs – (Increase \$199,129)

- Board Costs and Other Costs – increase \$2,000
- Consultant (SR 41 Corridor Study) – increase \$6,478
- Consultant (SB-1 Planning Grant) – increase \$62,720
- Consultant (Regional Housing Program) – increase \$164,283
- MCTA Conference/Travel – decrease \$500
- Model Update – decrease \$35,852

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

FISCAL IMPACT:

The 2020-21 Overall Work Program and Budget will increase by 200,434.



OVERALL WORK PROGRAM Fiscal Year 2020-2021

Amendment No. 1

Adopted xxxxx, 2020

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

CONTENTS

INTRODUCTION.....3

COMPREHENSIVE PLANNING PROCESS.....18

TRANSPORTATION PLANNING ISSUES26

CORE PLANNING FUNCTIONS32

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

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

WORK ELEMENT: 102 REGIONAL HOUSING PLANNING PROGRAM45

WORK ELEMENT: 110 REGIONAL PLANNING DATABASE48

WORK ELEMENT: 111 TRAFFIC MONITORING PROGRAM.....52

WORK ELEMENT: 112 REGIONAL TRANSPORTATION MODELING54

WORK ELEMENT: 113 AIR QUALITY TRANSPORTATION PLANNING59

WORK ELEMENT: 120 GOODS MOVEMENT & HIGHWAYS PLANNING64

WORK ELEMENT: 122 PROJECT COORDINATION AND FINANCIAL PROGRAMMING69

WORK ELEMENT: 130 PUBLIC TRANSPORTATION72

WORK ELEMENT: 140 OTHER MODAL ELEMENTS76

WORK ELEMENT: 150 PUBLIC PARTICIPATION PROGRAM.....80

WORK ELEMENT: 151 ALTERNATIVE TRANSPORTATION ACTIVITIES.....85

WORK ELEMENT: 200 TRANSPORTATION DEVELOPMENT PROGRAM89

WORK ELEMENT: 901 TRANSPORTATION FUNDS ADMINISTRATION.....94

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

WORK ELEMENT: 903 SR 233 CORRIDOR STUDY100

WORK ELEMENT: 905 PROJECT PRIORITIZATION STUDY112

WORK ELEMENT: 906 FRESNO-MADERA SUSTAINABLE CORRIDOR STUDY120

WORK ELEMENT: 907 BOARD COSTS & OTHER EXPENSES.....127

WORK ELEMENT: 910 MCTA ADMINISTRATION129

ACRONYMS131

APPENDICES.....133

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 into 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

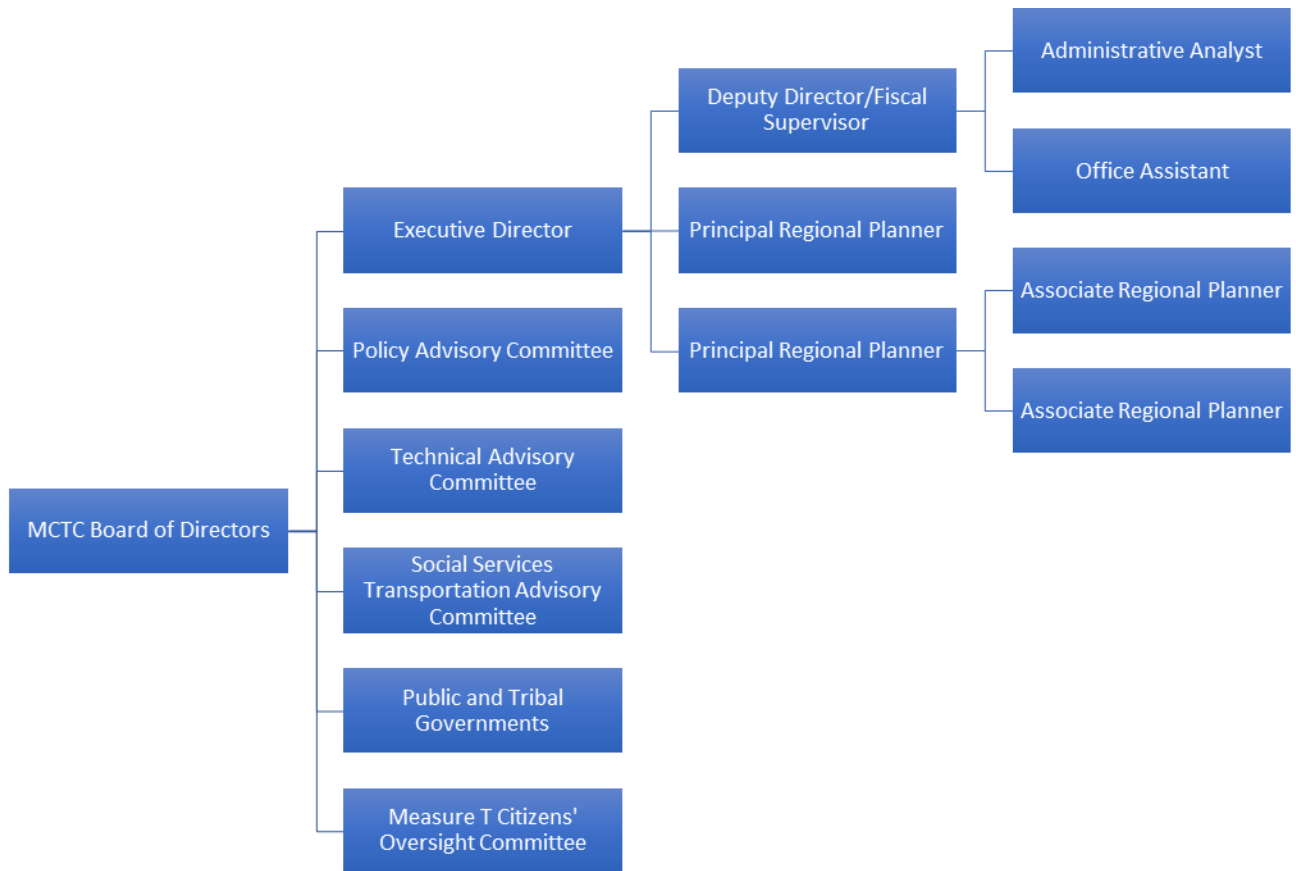
MCTC is organized into a Board of Directors supported by the Policy Advisory Committee and the Technical Advisory Committee. MCTC staff includes an Executive Director; a Deputy Director/Fiscal Supervisor; two Principal Regional Planners; two Associate Regional Planners; an Administrative Analyst; and an Office Assistant. 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 Policy Advisory Committee (PAC) 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



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 two to three meetings each year. 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

In order to accomplish its objectives and responsibilities relative to maintenance of a continuing, cooperative, and comprehensive transportation planning program MCTC has established working relationships with a number of State, regional, and local agencies. These agreements establish the framework for a planning process which ultimately results in the delivery of

transportation projects which 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, and the San Joaquin Valley Air Pollution Control District 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. It is our opinion that the multiple Metropolitan Planning Organization (MPO) provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST Act) are most suitable for large suburban/rural areas such as the San Joaquin Valley.

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 (updated in 2006) 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. 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 SJV511 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 in particular through participation on the Technical Advisory Committee.

There is a high level of interregional coordination required in order 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, STIP, RTIP), Regional Transportation Plan (RTP) 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 from the executive director or his/her designee to the agency and tribal chairperson.
- Offer to meet to discuss the agency and tribal needs and concerns regarding impacts within their jurisdiction prior to the beginning of 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 with copies to the CEO, Administrator, and Cultural Department representatives.
- 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 RTPA or other agencies:

- Initiate consultation by letter from the executive director or his/her designee to the tribal chairperson with copies to the CEO, Administrator, and Cultural Department representatives.
- 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 RTPA 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 with copies to the CEO, Administrator, and Cultural Department representatives.
- 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 RTPA 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 July of 2016), 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 2018 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 September 19, 2018 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 a number of 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 2018 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 new 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 2019 FTIP was adopted in September 2018, receiving Federal approval in

December 2018. The 2021 FTIP is scheduled for adoption in Summer 2020.

Projects to be included in the FTIP are derived from recommendations contained in the Regional Transportation Improvement Program (RTIP) and RTP. Additionally, CMAQ, 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 2018 RTP, 2019 FTIP, and related Air Quality Conformity were adopted in 2018. MCTC will continue implementing important projects that include the advancement of highway, bike, pedestrian, and transit projects as part of the 2019 FTIP, until December 2020.

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 2019 FTIP was adopted in September 2018, receiving Federal approval in December 2018. The 2021 FTIP is scheduled for adoption in Summer 2020.

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 to 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 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 implement 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 District 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.

MCTC participated in the Caltrans initiated San Joaquin Valley Growth Response Phase III for the Fresno-Madera Metropolitan Area. The study developed an integrated economic/land use/transportation evaluation tool capable of analyzing the feasibility of alternative land use

scenarios.

The San Joaquin Valley Regional Blueprint will facilitate 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 159,536 in 2019. In 2019, the California Department of Finance (DOF) estimated that 66,419 people reside in the City of Madera (42%); 18,742 in the City of Chowchilla (12%); and 74,375 in the unincorporated area (46%). 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 2010 Census, 93,485 persons, or 62% of the county population falls under the category of racial minority. [Figure 3](#) displays a population density map of the County.

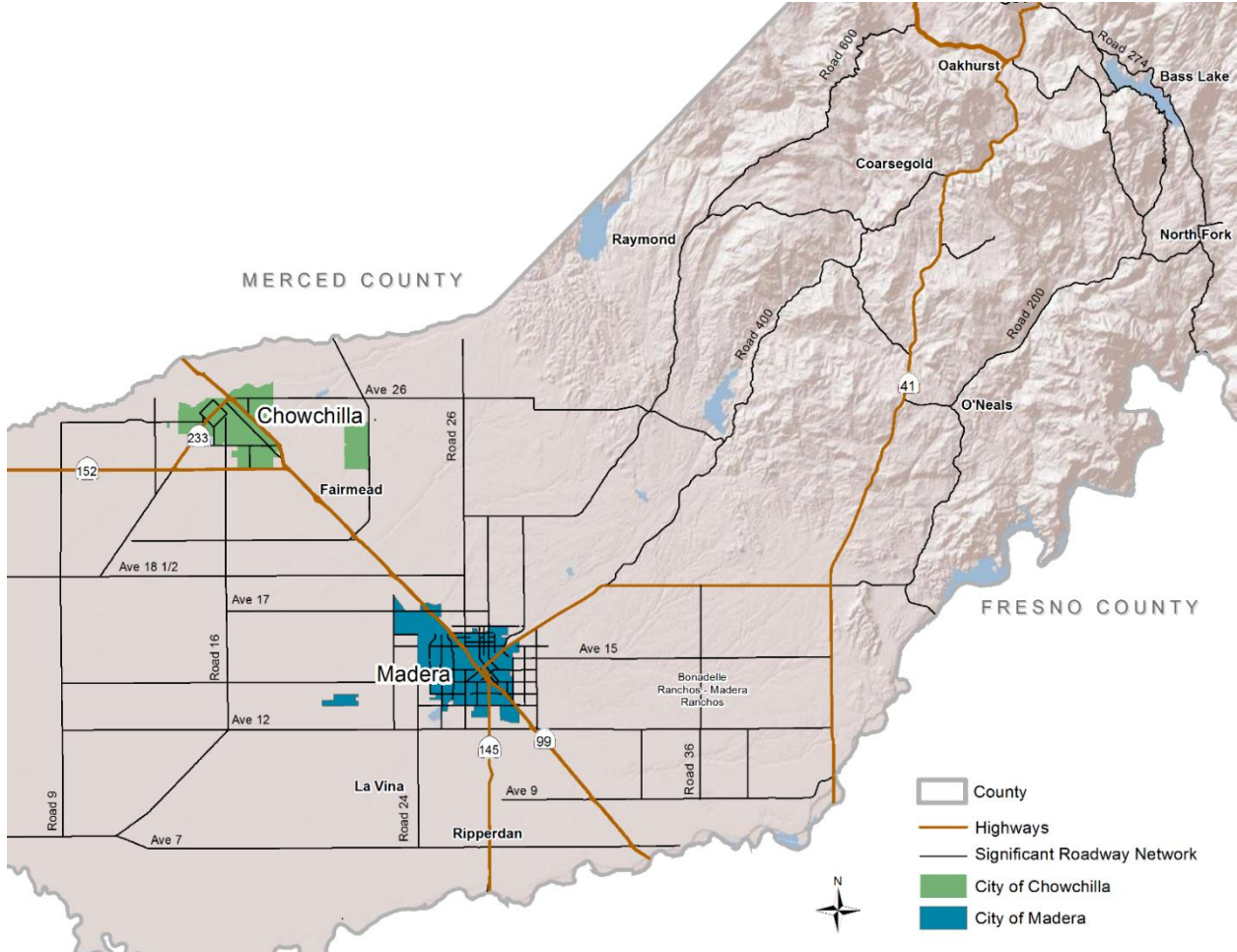
The county is divided into four planning areas -- the Madera urbanized area, the Chowchilla urban area, the Madera Ranchos/State Route 41 area, and the foothill/mountain communities' area. Madera and Chowchilla are incorporated cities. Significant rural communities are found in Oakhurst/Ahwahnee/Bass 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 8.2% (2018 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 provide a good overall transportation system to sustain these

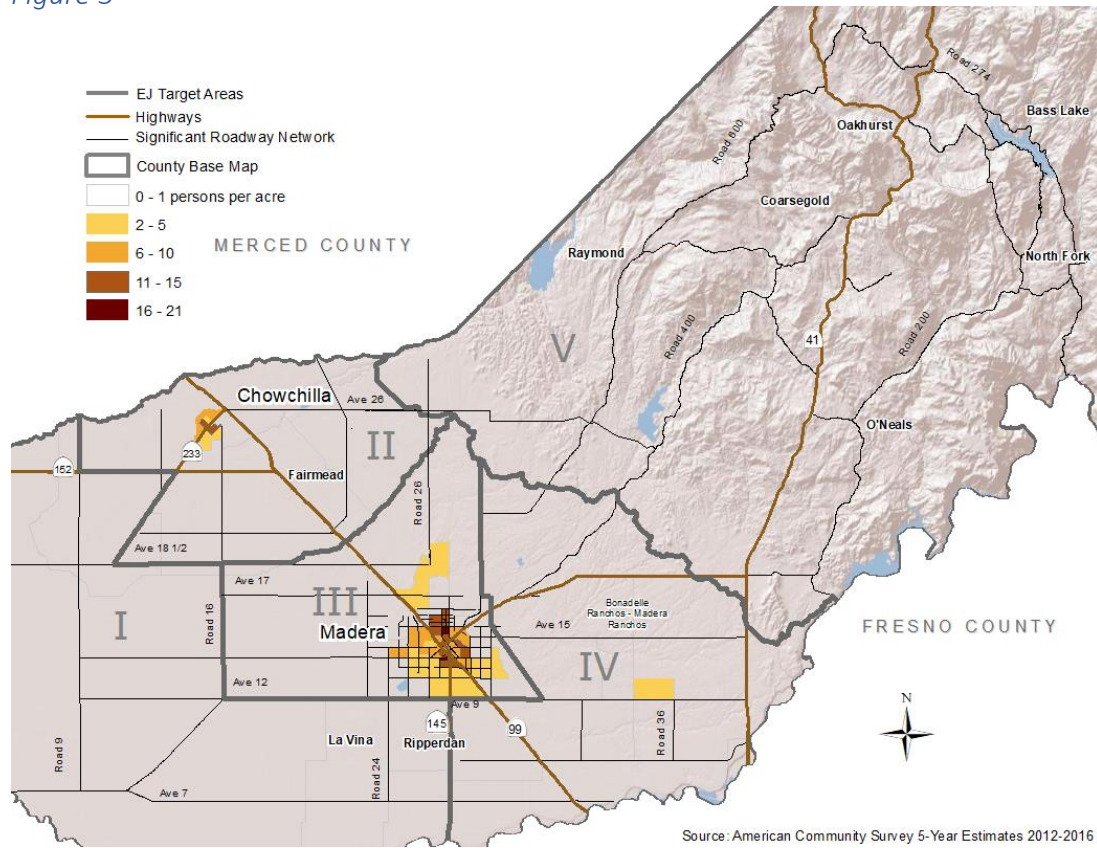
activities. It is essential that a comprehensive and a well-conceived plan for providing transportation system services is developed through the participation of local, state, tribal, and federal agencies.

Figure 2



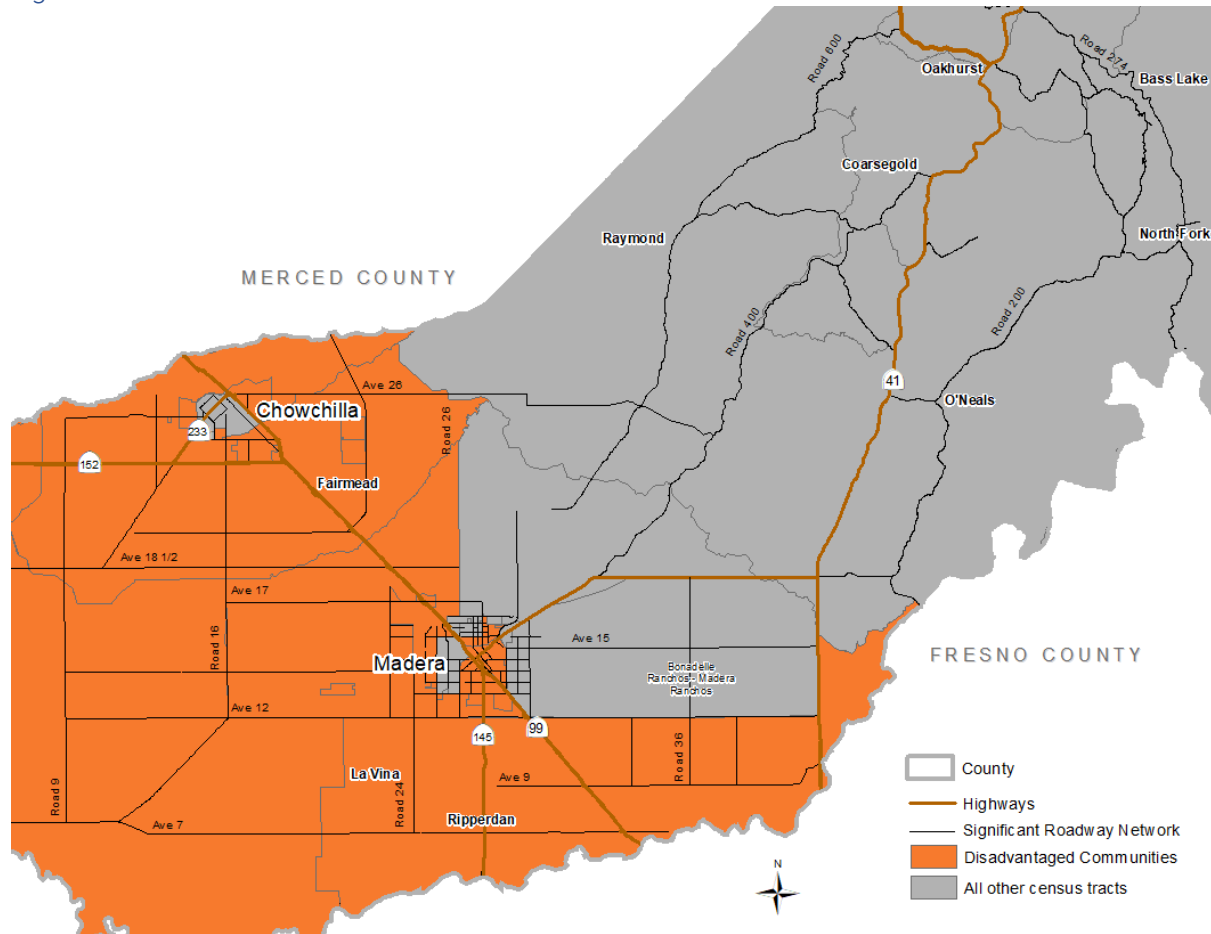
Geographical overview of Madera County highlighting the regional street and highway network and other important transportation features

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, and monitoring activities performed by the Regional Transportation Planning Agencies relative to the development and advancement of projects for inclusion in the Regional Improvement Program (RIP). The Madera County Planning Programming and Monitoring (PPM) funding for the proposed five-year 2020 STIP period is as follows: FY 2020/21 - \$79,000; FY 2021/22 - \$78,000; FY 2022/23 - \$78,000; FY 2023/24 - \$78,000; and FY 2024/25 - \$79,000.

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.

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 to collect and administer a DMV registration surcharge applied to each county in the San Joaquin Valley. The 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 in order 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”, which is 75% of available STIP funds. MCTC also has responsibilities related to project planning, programming, and monitoring. In order 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 [FAST Act](#) was enacted in 2015 and provides 5 years of funding certainty for infrastructure planning and investment. This new program builds on the program structure and reforms of MAP-21. The FAST Act focuses on accelerating project delivery, adds a new freight formula and expands the freight network, adds a new discretionary program for nationally significant freight highway projects, and provides a new tribal self-governance option. FAST Act planning factors were utilized during the preparation of this OWP.

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 Area Express (MAX), and a demand-response complement – Madera Dial-A-Ride (DAR). The City of Madera introduced a major expansion of MAX in the summer of 2016. The expansion provides more frequent bus service on Route 1, reducing headways from 35 to 30 minutes. The College Route Express, launched in January 2018 by the City of Madera, runs as an express service to the Madera Community College Center (MCCC) with limited stops throughout the city. The route operates Monday through Friday from 7am to 5pm and departs every 15 minutes past every hour. In recent years, the City of Madera has made substantial improvements to its bus shelters and amenities. Forty new shelters were installed in December 2012 and an additional 21 bus shelters were installed in June 2017. The City has integrated 12 Compressed Natural Gas (CNG) buses into its MAX fleet, including two being used as backups. The City of Madera plans to relocate and expand the MAX offices, parking facilities, and maintenance yard into a consolidated transit facilities depot.

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 Service 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 8:30am to 4:30pm.

The Madera Intermodal Center serves as a connectivity point between the inter-city MCC system and the fixed-route MAX 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 also 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 Area Express (MAX). With the opening of the new Amtrak station facility on Road 26, the feasibility of extending a MAX 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 in 2018.

Bicycle and pedestrian modes are recognized transportation control measures, consistent with the principles of livable communities, and as such must be supported in order 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 2018.

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 prioritize capacity increasing projects as demonstrated by deficiencies forecasted by the Madera County Traffic Model. This study was integral in the development of the financially constrained program of the 2014 RTP Update.

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 the 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 the 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 needed operational and capital improvements along the corridor. Several SR 99 projects in Madera County also warrants increased attention. Using the techniques of innovative financing, MCTC advanced STIP funding for the reconstruction and widening of the 4th Street interchange to FY 10-11. 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. Caltrans is planning to widen SR 99 from four to ultimately eight lanes through Madera County, except within the City of Madera where the current alignment will only accommodate six lanes. In 2006, Caltrans completed the conversion to full freeway of three remaining miles of expressway on SR 99 north of Madera (the Fairmead project).

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.

The MAP-21 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. MAP-21 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.

	Core Planning Functions	Performance Management	State of Good Repair
Work Element			
100 RTP & EIR	***	***	***
101 Performance Measures	***	***	***
110 Regional Planning Database	***	***	***
111 Traffic Monitoring Program	***	***	***
112 Regional Transportation Modeling	***	***	***
113 Air Quality Transportation Planning	***	***	***
120 Goods Movement & Highway Planning	***	***	***
122 Project Coordination and Financial Programming	***	***	***
130 Public Transportation	***	***	***
140 Other Modal Elements	***	***	***
150 Public Participation Program	***	***	***
151 Alternative Transportation Activities	***	***	***
200 Transportation Program Development	***	***	***
901 Transportation Funds Administration	***		
902 Overall Work Program & Budget	***	***	***
903 SR 233 Corridor Planning Study	***		
905 Project Prioritization Study	***	***	
907 Board Costs and Other Expenses			
910 MCTA Administration			

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.

WORK ELEMENT: 100 REGIONAL TRANSPORTATION PLAN & EIR**Objective**

To develop and publish the Regional Transportation Plan (RTP) for Madera County pursuant to State and Federal guidelines (every four years). The Regional Transportation Plan is to be long-range (25-year planning horizon), comprehensive and financially constrained, air quality conformed and updated every four years. It must include a Sustainable Communities Strategy (SCS), be responsive to air quality issues and provide for adequate citizen participation in its development. In the development and preparation of the 2018 RTP, staff implemented the requirements of legislation related to Global Warming Solutions Act of 2006 (AB 32) and any other subsequent legislation such as SB 375.

Discussion

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

This work element identifies staff time required to assemble information developed primarily through specific transportation modal elements identified in the OWP. In 2004, a consultant developed a methodology to prioritize regional capital improvement projects. The results of the 2004 Regional Project Prioritization Study were incorporated into the 2004 RTP Update. The 2007 RTP was updated to incorporate the Measure T Investment Plan that was approved by the voters in November 2006 and for SAFETEA-LU compliance consistent with the FHWA & FTA guidance provided by the MPO Planning Final Rule. The 2011 RTP update carried forward the Measure “T” Investment Plan in anticipation of the next RTP update, which incorporated the mandates of SB 375. The 2011 RTP Environmental Impact Report (EIR) also incorporated the greenhouse gas requirements of AB 32. The RTP was also developed in accordance with the 2007 RTP Guidelines adopted by the CTC. The 2014 RTP details an SCS funding implementation strategy focusing on a shift towards implementation of non-single occupancy vehicle trip transportation strategies with the goal of reducing per capita greenhouse gas tailpipe emissions. In the course of the ongoing transportation planning process, staff compiles information into a consistent presentation format, verifies local, State, and Federal planning requirements, and submits amendments on

regular updates for MCTC consideration. The stakeholders assisting in the development and review of the RTP consist of the following: MCTC staff; local jurisdiction staffs; social service transportation agencies; Sheriff's department; Economic Development Department; School Districts; Native American Tribal Governments; consultants; and other interested public agencies and individuals. Additionally, the State Department of Housing and Community Development (HCD) consults with MCTC during the preparation of the Madera County Regional Housing Needs Assessment. This consultation ensures the coordination of information utilized for the preparation of the RTP.

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

MCTC will consider retaining professional consultation services for the development of the 2022 RTP/SCS and EIR beginning in the Summer of 2020. MCTC, in conjunction with the other seven San Joaquin Valley MPOs, also retained Trinity Consulting for assistance with Air Quality related elements of the 2018 RTP/SCS, specifically related to SB 375.

Performance Monitoring Measures

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

California Planning Emphasis Areas

Performance Management

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

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

In addition to these performance measures, MCTC will integrate MAP-21 and FAST Act new performance management requirements to improve project decision-making through performance-based planning and programming to choose the most efficient investments for

Federal transportation funds as they are applicable to the region. The performance measures (PM) for the Federal highway programs include:

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

Previous Work

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

Product

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

Tasks

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

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

FTE: .43

100 Regional Transportation Plan & EIR

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	17,205	RTP EIR (Consultant)	150,000
MCTA			
FHWA-PL	132,795		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	150,000	Subtotal	150,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	14,676	Direct Wages/Benefits plus Indirect:	127,954
MCTA			
FHWA-PL	113,278		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	127,954		
Total:	277,954	Total:	277,954

WORK ELEMENT: 101 PERFORMANCE MEASURES

Objective

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

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

The performance-based planning activities require regular coordination with Federal, State, and local agency officials; outreach to local stakeholders; identification of available data sources, data collection; identification of reasonable and achievable targets, development of a monitoring plan and reporting process; and integration of the performance-based approach into planning and programming processes and plans.

MCTC coordinated with State and local partners to establish regional targets for all three Performance Measures: PM 1, 2, and 3, as applicable. MCTC will continue to coordinate with Federal, State, and local agencies to the maximum extent practicable. MCTC targets were reported to Caltrans, which must be able to provide the targets to FHWA, upon request. MCTC will continue to monitor.

Performance Measures Applicability Summary

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

PM 2: Pavement and Bridge Condition Performance

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

PM 3: System Performance/Freight/CMAQ Performance

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

Previous Work

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

Product

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

Tasks

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

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

FTE: .09

101 Performance Measures

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	22,562
MCTA			
FHWA-PL	19,974		
FTA-Section 5303			
STIP - PPM	2,588		
Other			
Subtotal	22,562		
Total:	22,562	Total:	22,562

WORK ELEMENT: 102 REGIONAL HOUSING PLANNING PROGRAM

Objective

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

Discussion

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

Regional Early Action Planning (REAP):

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

Local Early Action Planning (LEAP) Grants:

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

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

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

Regional Housing Needs Assessment (RHNA) Plan:

MCTC will assist the Housing and Community Development (HCD) department with the preparation with an update of the Madera County Regional Housing Needs Allocation Plan (RHNA) to estimate and allocate the housing needs in the Madera County region as mandated by the State for inclusion in city and county general plan Housing Elements. The RHNA Plan will include determinations of housing allocations specific to each jurisdiction. These housing allocations include the housing needs of all income levels while avoiding further impacting

communities with current relatively high proportions of lower income households.

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

Previous Work

1. Assisted HCD with the preparation of the 5th Cycle 2014 Madera County Regional Housing Needs Allocation Plan.

Product

1. Work with the San Joaquin Valley multiagency working group in the administration of REAP funding in Madera County.
2. Allocate LEAP funding in Madera County and assist member agencies, as needed.
3. Assist HCD with the preparation of the 6th Cycle 2022 Madera County Regional Housing Needs Allocation Plan.

Tasks

Task	Task Description	Work Schedule	% of Work
			100%

FTE:

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SJV REAP HOUSING	164,283		
Other			
Subtotal	164,283	Subtotal	

<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SJV REAP HOUSING	9,200		
Other			
Subtotal	9,200		
Total:	173,483	Total:	

WORK ELEMENT: 110 REGIONAL PLANNING DATABASE

Objective

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

Discussion

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

This work element provides for the continuing maintenance and development of these databases. GIS training and continued development of a GIS program are ongoing tasks. Focus will be on refining information related to defining road infrastructure needs as well as incorporating demographic data as available from the 2010 Federal census.

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

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

Subsequent to the adoption of the 2018 RTP/SCS, the MCTC regional modeling planning database was reviewed for accuracy and updated and validated as needed with assistance from traffic engineering and modeling consultants.

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

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

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

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

Previous Work

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

Product

1. Maintenance of GIS databases and related map layers for use by local agencies, tribal governments, and the State for describing existing conditions on transportation facilities within Madera County.
2. Maintenance of demographic database for Madera County with projections by TAZ as needed to support air quality analysis requirements for amendments to the 2018 RTP and 2019 and 2021 FTIPs.
3. Continuous coordination with local agencies, neighboring counties, and Caltrans.
4. Continuous GIS training for MCTC staff.
5. Updated future year significant roadway network as a result of 2018 RTP Amendment 1.

Tasks

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

FTE: .26

110 Regional Planning Database

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	8,828	Direct Wages/Benefits plus Indirect:	76,965
MCTA			
FHWA-PL	68,137		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	76,965		
Total:	76,965	Total:	76,965

WORK ELEMENT: 111 TRAFFIC MONITORING PROGRAM

Objective

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

Discussion

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

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

Highway Performance Monitoring System (HPMS)

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

Previous Work

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

Product

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

Tasks

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

FTE: .04

111 Traffic Monitoring Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant – Traffic Counts	7,500
MCTA			
FHWA-PL	6,640		
FTA-Section 5303			
STIP - PPM	860		
Other			
Subtotal	7,500	Subtotal	7,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	11,638
MCTA			
FHWA-PL	10,303		
FTA-Section 5303			
STIP - PPM	1,335		
Other			
Subtotal	11,638		
Total:	19,138	Total:	19,138

WORK ELEMENT: 112 REGIONAL TRANSPORTATION MODELING

Objective

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

Discussion

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

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

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

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

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

SB 743 (2013), requires that the existing metric of Level of Service (LOS), used in measuring transportation impacts in CEQA, be replaced with Vehicle Miles Travelled as a metric of analysis. MCTC is coordinating with local agencies and state staff regarding this change taking effect on

July 1, 2020. The MCTC Model is being updated with SB 743 in mind so it may serve as an adequate tool towards required travel analysis and impacts for the environmental review of projects in the Madera Region. MCTC staff will continue to collaborate with its partners to ensure the model is in a state to best assist local governments with the implementation of SB 743. Staff will provide technical assistance for using the traffic model to assess VMT analysis.

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

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

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

Work Element 112.1 Model Update

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

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

743.

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

Previous Work

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

Product

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

Tasks

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

FTE: .27

112.0 Regional Transportation Modeling

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Technical/Modeling On-Call Services (Consultant)	50,000
MCTA		Cloud Computing (Valley)	1,000
FHWA-PL	48,249	Software Maintenance (Valley)	3,500
FTA-Section 5303			
STIP - PPM	6,251		
Other			
Subtotal	54,500	Subtotal	54,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	86,040
MCTA			
FHWA-PL	76,171		
FTA-Section 5303			
STIP - PPM	9,869		
Other			
Subtotal	86,040		
Total:	140,540	Total:	140,540

112.1 Model Update

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	476	Consultant – Model Update	4,148
MCTA			
FHWA-PL	3,672		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	4,148	Subtotal	4,148
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	3,169	Direct Wages/Benefits plus Indirect:	3,645
MCTA			
FHWA-PL	476		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	3,645		
Total:	7,793	Total:	7,793

WORK ELEMENT: 113 AIR QUALITY TRANSPORTATION PLANNING

Objective

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

Discussion

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

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

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

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

The EMFAC model developed by CARB plays an important role in analyzing impacts to air quality caused by travel behavior in the Madera Region. The model creates an inventory of various vehicle types operating throughout the state by specific region. This inventory includes low-emission and zero-emission vehicles (ZEV). The EMFAC model projects the expected market integration ZEV in the Madera Region for MCTC state AND federal air quality analysis. MCTC has demonstrated its transportation planning related air quality impacts conform to the 2015 Ozone and 2012 PM2.5 standards. The MCTC Policy board acknowledged these findings and directed MCTC staff to forward the results of the analysis to appropriate state and Federal authorities who concurred with the findings.

In 2019 Safer Affordable Fuel Efficient (SAFE) Rule 1 was presented for rulemaking by the U.S. Environmental Protection Agency (EPA) and U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA). The rule was finalized in 2019 revoking California's authority to implement the Advanced Clean Cars and ZEV mandates. Revoking these mandates has negatively impacted the state's ability to meet its greenhouse gas and criteria pollutant emissions reductions goals as well as public health, housing, equity, and goods movement goals. The rules have rendered the EMFAC emissions model invalid further compounding the problem by removing the necessary tools to complete tasks related to demonstrating air quality conformity as well as other air quality measurements and projections MCTC uses the EMFAC model for.

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

Previous Work

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

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

Product

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

Tasks

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

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

FTE.23

113 Air Quality Transportation Planning

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	918	Air Quality Consultant	8,000
MCTA			
FHWA-PL	7,082		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	8,000	Subtotal	8,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	8,221	Direct Wages/Benefits plus Indirect:	71,674
MCTA			
FHWA-PL	63,453		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	71,674		
Total:	79,674	Total:	79,674

WORK ELEMENT: 120 GOODS MOVEMENT & HIGHWAYS PLANNING

Objective

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

Discussion

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

State Route 99 Coordination

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

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

San Joaquin Valley Interregional Goods Movement Plan

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

The planning effort involved numerous stakeholders including the Federal Highway

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

San Joaquin Valley Goods Movement Sustainable Implementation Plan

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

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

San Joaquin Valley I-5 Goods Movement Plan

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

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

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

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

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

Cambridge Systematics has been retained to conduct an analysis of Short Haul Rail Intermodal Facilities in the San Joaquin Valley.

Origin/Destination and Fiscal Impact Study

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

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

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

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

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

State Route 99 Corridor Plan

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

Previous Work

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

Product

1. Staff reports on various corridor and project level traffic studies, including SR 41 High Emphasis Focus Route, SR 49 designation, and SR 99.
2. Study of San Joaquin Valley Interregional Goods Movement Plan, San Joaquin Valley Goods Movement Sustainable Implementation Plan, and the San Joaquin Valley I-5/SR 99 Goods Movement Corridor Study.
3. Data pertinent to accurate modeling of travel data on goods movement corridors.
4. Document tribal government-to-government relations.
5. Participate with the development of the SR 99 Corridor Plan.

Tasks

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

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

FTE: .32

120 Goods Movement and Highways Planning

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	10,979	Direct Wages/Benefits plus Indirect:	95,718
MCTA			
FHWA-PL	84,739		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	95,718		
Total:	95,718	Total:	95,718

WORK ELEMENT: 122 PROJECT COORDINATION AND FINANCIAL PROGRAMMING

Objective

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

Discussion

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

It is anticipated that projects will be advanced by local agencies from the priority list of projects in the Regional Transportation Plan. These projects must have a completed Project Study Report, prepared by the implementing agency (City of Chowchilla, City of Madera, and County of Madera), prior to proceeding to programming. Once programmed, there are various applications for funds which must be processed as well as requirements for the timely use of funds. State/Federal requirements change in response to new legislative initiatives such as MAP-21, FAST Act and Senate Bill 45, and as guidelines are developed and modified to respond. Rather than have each MCTC member agency try to keep current with all requirements, this work element provides a staff resource to be utilized by each agency with emphasis on those activities related to responding to State/Federal agency requirements.

Previous Work

1. Madera County 2018 Regional Transportation Plan.
2. Madera County 2018, 2020 Regional Transportation Improvement Programs.
3. Planning, Programming, and Monitoring of STIP projects.

Product

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

Tasks

Task	Task Description	Work Schedule	% of Work
122.1	Maintain current with all Federal/State project programming and delivery requirements.	2020-21	20%
122.2	Provide staff time dedicated to keeping current with all State/Federal regulations affecting project delivery and working with local agencies to ensure that project planning and programming work activities are responsive to these requirements, are timely, and are processed correctly.	2020-21	30%
122.3	Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis.	2020-21	45%
122.4	Evaluate Strategic Growth Council's Affordable Housing and Sustainable Communities Program and other State funding programs for applicability and implementation in Madera County.	2020-21	5%
			100%

FTE: .17

122 Project Coordination and Financial Programming

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	40,790
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM	40,790		
Other			
Subtotal	40,790		
Total:	40,790	Total:	40,790

WORK ELEMENT: 130 PUBLIC TRANSPORTATION

Objective

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

Discussion

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

MCTC staff has implemented the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) pertaining to coordination and the need for developing a locally developed coordinated public-transit human services transportation plan. MCTC last adopted a coordinated plan on July 22, 2015. The coordinated plan has been updated in FY 2019-020 pursuant to MAP-21 and the FAST Act, as necessary to assist the local agencies in applying for funds from Sections 5310 and 5311.

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

The 2004 Bicycle and Pedestrian Facilities Plan was replaced by the 2018 Madera County Regional Active Transportation Plan (ATP) which includes an audit of the bicycle and pedestrian networks, safety assessments, recommendations, and public outreach. The ATP lays the groundwork for an ongoing active transportation program and will strengthen the multimodal network.

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

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

MCTC staff will post information related to public transportation on MCTC’s website and social media pages.

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

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

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

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

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

Previous Work

1. Transit Development Plans.
2. 2018 Regional Transportation Plan – Public Transportation Element.
3. Social Services Transportation Inventory and Action Plan.
4. City of Madera Fixed Route Feasibility Study.
5. Coordinated Public Transit-Human Services Transportation Plan – 2020.
6. Short Range Transit Development Plan – 2017/18 – 2021/22.
7. Conduct scientific public survey of Eastern Madera County Residents regarding potential transit system between Fresno and Yosemite National Park – 2013.
8. UC Davis Alternatives for Meeting Transit Needs in Rural San Joaquin Valley Study.
9. Coordinated with member agencies regarding Transit Asset Management (TAM) Plans.
10. Public Transportation Safety Plan Targets coordination.
11. Updated Transit MOUs – March 2020

Product

1. Transit services database for Madera County to include GIS maps of service areas.
2. Document tribal government-to-government relations.

3. Review transit operator agreements and update if needed.
4. Coordinate with member agencies regarding Transit Asset Management (TAM) Plans.
5. Review and update various transit plans.
6. Coordinate with member agencies to set PTASP targets for the region.

Tasks

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

FTE: .34

130 Public Transportation

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	11,068	Direct Wages/Benefits plus Indirect:	96,496
MCTA			
FHWA-PL			
FTA-Section 5303	85,428		
STIP - PPM			
Other			
Subtotal	96,496		
Total:	96,496	Total:	96,496

WORK ELEMENT: 140 OTHER MODAL ELEMENTS

Objective

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

Discussion

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

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

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

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

A Complete Streets Policy Guide was adopted in 2018 to assist local jurisdictions with the adoption of their own Complete Streets Policy. Complete Streets policies ensure a connected network of streets that are accessible to all users which can encourage mode shift no non-motorized transportation that will support the goals and objectives of the Active Transportation Plan and the Sustainable Communities Strategy.

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

Caltrans District 6 is currently working with the Headquarters Smart Mobility and Active Transportation Branch in developing the California Active Transportation Plan (CAT). Each District will be required to develop a CAT plan. District 6 is in the preliminary stages of developing communication with internal District 6 functional units such as Traffic Operations, Design, Public Information Office, and Asset Management. Stakeholder engagement will be conducted

throughout the development of the plan using map-based survey tools. There will be a specific focus on engagement with disadvantaged communities. Planning will develop contextual guidance for selecting bike/pedestrian facilities needed for SHOPP Project Initiation Report documents.

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

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

ITS architecture maintenance team to further develop and strengthen a regional architecture consistent with the Federal Highway Administration ITS Architecture and Standards Final Rule. An ITS Architecture Maintenance Plan was formally adopted in July 2005. Other ITS projects include the deployment of a San Joaquin Valley 511 traveler information system in participation with a working group of Valley MPOs (included in WE 151). The existing San Joaquin Valley ITS Infrastructure Plan will be amended into the current RTP/SCS plan and added to future RTP/SCS plans until a new ITS plan is developed.

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

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

In 2016 the California High Speed Rail Authority released its 2016 Business Plan. The plan called for a transfer of riders from Amtrak and High Speed Rail to take place in Madera due to the proximity of the proposed High Speed Rail alignment and the existing alignment of the BNSF railroad Amtrak currently operates on. MCTC Staff is engaged with staff from Madera County,

City of Madera, San Joaquin Joint Powers Authority and CHSRA in planning for an inclusive and effective transfer station between Amtrak and High Speed Rail in Madera.

Previous Work

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

Product

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

Tasks

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

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

FTE: .43

140 Other Modal Elements

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	14,572	Direct Wages/Benefits plus Indirect:	127,041
MCTA			
FHWA-PL	112,469		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	127,041		
Total:	127,041	Total:	127,041

WORK ELEMENT: 150 PUBLIC PARTICIPATION PROGRAM

Objective

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

Discussion

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

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

Public hearings, workshops and meetings will be conducted as required. Public hearings and workshops are advertised in local newspapers, and outreach for special events utilizing social media, fliers, mailings, postings, libraries, social centers, and newsletters. Most public hearings and workshops will be advertised 30-45 days in advance. MCTC will hold public hearings, workshops, and meetings to solicit input from the public on transportation planning issues in the Madera County area, such as: Unmet Transit Needs Public Hearing; Regional Transportation Plan Workshops; Section 5310 Grant opportunities; Adoption of Federal Transportation Improvement Program; Adoption of Regional Transportation Improvement Program; Air Quality Conformity Determinations; Transportation Control Measures; Active Transportation Plan; Short-Range Transit Development Plan; and other regional planning issues. Input received will be incorporated into the work products developed by staff for recommendation to the Policy Board for review, acceptance established by the Ralph M. Brown Act (Government Code sections 54950-54962)

and the Americans with Disabilities Act.

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

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

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

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

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

Executive Order 13166 states that people who speak limited English should have meaningful access to federally conducted and federally funded programs and activities. It requires that all Federal agencies identify any need for services and implement a system to provide those services so all persons can have meaningful access to services. MCTC takes steps to solicit input from non-

English speaking residents of Madera. Public notices and flyers advertising particular public hearings are translated into Spanish, as well as subsequent documentation. When warranted or requested, a Spanish language interpreter is made available for public hearings.

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

MCTC participated in The Central Valley Tribal Environmental Justice Project. The Project was a collaborative effort between the eight valley Councils of Governments (COGs) to develop a report containing tribal input on transportation, cultural preservation, participation in decision-making and environmental justice as part of the region's Blueprint process. MCTC has an assigned staff person to serve as a tribal liaison.

As a recipient of Federal dollars, MCTC is required to comply with Title VI of the Civil Rights Act of 1964 and ensure that services and benefits are provided on a non-discriminatory basis. MCTC has in place a Title VI Complaint Procedure, which outlines the process for local disposition of Title VI complaints and is consistent with guidelines found in the Federal Transit Administration Circular 4702.1B dated October 1, 2012. MCTC adopted a Title VI Plan with Limited English Proficiency (LEP) Plan in July 2014, the most recent updated April 2018.

Previous Work

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

Product

1. Document tribal government to government public participation.
2. Title VI Compliance and updates, as necessary.

3. Conduct extensive outreach efforts with environmental justice communities as part of the 2020 Unmet Transit Needs.
4. Maintain and improve MCTC website and social media pages.

Tasks

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

FTE.22

150 Public Participation Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	1,262	Public Notices	8,800
MCTA		Translation Services	2,000
FHWA-PL	9,738	SJV Website	200
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	11,000	Subtotal	11,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	7,169	Direct Wages/Benefits plus Indirect:	62,498
MCTA			
FHWA-PL	55,329		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	62,498		
Total:	73,498	Total:	73,498

WORK ELEMENT: 151 ALTERNATIVE TRANSPORTATION ACTIVITIES

Objective

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

Discussion

MCTC's alternative transportation activities are designed to provide transportation related information to the community in order to promote safety, enhance the quality of life, and protect the environment. Many services and options are available within Madera County that offers alternatives to single occupancy commuting. As our community grows at a steady pace, the selection of transportation modes becomes increasingly important to the quality of life. Among other negative impacts, increased traffic congestion results in increased emissions, loss of productivity, and unpleasant driving conditions.

These activities capture many of the Transportation Control Measure commitments made by the MCTC. Through these activities, MCTC hopes to foster a spirit of concern for the environment and gather community support for the selection of alternative modes of transportation. Staff will continue to work with a variety of regional agencies and committees to gain expertise in this area and enhance its alternative transportation activities. Special effort will be made to reach and engage all segments of the community including Native Americans, minorities, low-income groups and community-based organizations. MCTC staff will continue to address tribal concerns through a consultation process.

MCTC is a member of the California Vanpool Authority (CalVans) JPA. The expansion of Kings County's Agricultural Industries Transportation Services (AITS) vanpool program into neighboring counties and beyond emphasized the need for a representative entity that can oversee, adjust, and make improvements to the system. The CalVans JPA was created to fund, operate and otherwise manage public transportation projects and programs aimed at providing qualified agricultural workers with safe and affordable transportation between home and work. Though aimed at providing transportation for agricultural workers, the CalVans program supplies vans for students and employees of other businesses around the valley. CalVans operates as a Public Transit Agency.

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

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

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

In 2016 the California High Speed Rail Authority released its 2016 Business Plan. The plan calls for a transfer of riders from Amtrak and High Speed Rail to take place in Madera due to the proximity of the proposed High Speed Rail alignment and the existing alignment of the BNSF railroad Amtrak currently operates on. MCTC Staff is engaged with staff from Madera County, City of Madera, San Joaquin Joint Powers Authority and CHSRA in planning for an inclusive and effective transfer station between Amtrak and High Speed Rail in Madera. Staff will continue to work with its partners in this planning effort throughout the 20-21 fiscal year.

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

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

MCTC staff is working with a variety of partners on the development of off-model transportation tools. These tools can be utilized in many planning areas MCTC works within including ridesharing/vanpooling, alternative fuel inventory and access, transportation incentive

programs, telecommuting and other traffic demand or control measure. These transportation strategies are not traditionally able to be accounted for in MCTC's technical planning framework however the benefits from these transportation investments and strategies are important and should be conveyed as such in an array of MCTC plans including but not limited to the RTP/SCS, Regional ATP Plan and the Madera Region Short Range Transit Development Plan.

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

Previous Work

1. Rideshare promotion activities.
2. Contacts with local agencies and Madera County employers.
3. Developed logo, newsletter, and website.
4. Assisted local agencies with the renewal/adoption of Transportation Control Measures according to the Air District's voluntary bump-up to Extreme non- attainment for Ozone.
5. Evaluated and strengthened MCTC Transportation Control Measures.
6. Participated in Phase 1 deployment of the San Joaquin Valley 511 traveler information system.
7. Madera County Transportation Guide - 2016.

Product

1. Maintain and update website and develop promotional materials.

Tasks

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

151.6	Participate in CalVans joint powers agency.	As Required	10%
151.7	Participate in activities related to the San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee, and other commuter rail subjects of interest to the Madera region as needed.	2020-21	40%
151.8	Coordinate with tribes and major employers on employer-based trip reduction programs for existing and future employment centers.	2020-21	5%
			100%

FTE: .25

151 Alternative Transportation Activities

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	74,095	Direct Wages/Benefits plus Indirect:	74,095
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	74,095		
Total:	74,095	Total:	74,095

WORK ELEMENT: 200 TRANSPORTATION DEVELOPMENT PROGRAM

Objective

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

Discussion

State law and Federal regulations require regional transportation planning agencies to prepare transportation improvement programs (FTIPs). FTIPs are formulated at three levels: regional, State and Federal. In order for a transportation project to receive State or Federal funding or project approvals, the project must be advanced from an air quality conforming RTP and FTIP. The FTIP is a short-range, four year capital improvement program which is updated biennially to satisfy Federal requirements. Projects are advanced from the Regional FTIP to the Federal STIP by Caltrans following an air quality conformity finding by MCTC as the recognized Metropolitan Planning Organization (transportation planning agency). Work on the 2021 FTIP will continue during Fiscal Year 2020-21 with anticipated adoption in Summer 2020.

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

Under Federal transportation legislation, MCTC is responsible for Federal funding programs: Regional Surface Transportation Block Grant Program (RSTP); the Congestion Mitigation and Air Quality Program (CMAQ); and other Federal funding sources. Project funding decisions on these three sources are under the MCTC’s control within Federal program guidance. Appropriate prioritization and selection processes for the region was consistent with the requirements of Federal transportation legislation. MCTC is eligible to exchange its RSTP funds for State funds. Additionally, all three performance measures have been established for the 2019 FTIP.

Assembly Bill 1012 was enacted into law during February of 1999 in an effort to speed up the delivery of RSTP, and CMAQ. projects. The legislation establishes “Program Delivery Advisory” teams representing State, Regional and Local Transportation Officials. The team’s main goal is to assist in the expeditious delivery of transportation projects and to expedite the use of the large

cash balance in the State Highway Account. One of the main objectives of the project delivery teams was to seek ways in which to integrate environmental reviews more extensively into the transportation planning process. The Caltrans' Environmental Review team and local agencies are investigating ways in which to coordinate activities with resources and permit agencies; to establish increased use of environmental inventories to identify sensitive areas; and improve analytical tools in order to speed up deliver of projects.

The legislation also provides that funds apportioned for Federal transportation programs shall remain available for three Federal fiscal years. The funds are subject to a "use it or lose it" legal requirements. MCTC in conjunction with its member agencies will be responsible for establishing project delivery and obligation authority milestones through preparation of AB 1012 Obligation Plans. These Plans will be prepared utilizing the recommended Caltrans format and will indicate on a monthly basis the amounts of Federal funds anticipated to be obligated.

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

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

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

Previous Work

1. Exchanged RSTP.
2. Programmed CMAQ funding consistent with adopted Expedited Project Selection Process (EPSP).
3. Coordinated FTIPs with RTIPs.
4. Provided updated information to member agencies concerning AB 1012 activities and new State requirements for the “timely use” of State and Federal funds.
5. Prepared “local” Obligation Plans for the CMAQ program in order to track regional obligation progress in meeting AB 1012 requirements.
6. Entered into MOU with Caltrans to “Lump-Sum” the State Highway Operation and Protection Program (SHOPP) to help accelerate the delivery of State projects.
7. Adopted previous Madera County FTIPs and Air Quality Conformity Findings.
8. Various FTIP amendments.
9. Adopted RTIPs.
10. Annual Listing of Obligated Projects: 2002-2019.
11. Conducted a CMAQ Call for Projects in FY 19-20.

Product

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

Tasks

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

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

FTE: .52

200 Transportation Program Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	150,267
MCTA			
FHWA-PL	133,031		
FTA-Section 5303			
STIP - PPM	17,236		
Other			
Subtotal	150,267		
Total:	150,267	Total:	150,267

WORK ELEMENT: 901 TRANSPORTATION FUNDS ADMINISTRATION**Objective**

To administer the Local Transportation Fund, State Transit Assistance Fund, and other related funding programs pursuant to the California Transportation Development Act (TDA), SB 1, and other related legislation.

Discussion

MCTC, as the Regional Transportation Planning Agency and the Local Transportation Commission, is responsible for administering the Local Transportation Fund (LTF), the State Transit Assistance Fund (STA) and Senate Bill 1, the Road Repair and Accountability Act of 2017 (SB 1) funding. These funds, derived from various State taxes, are available to local agencies for transportation planning, bicycle and pedestrian facilities, public transportation services, social services transportation, and streets and roads projects. MCTC's responsibility is to ensure the funds are apportioned, allocated, and expended in accordance with current statutory and administrative code requirements. To facilitate the process, staff assists in claim preparation and monitors related legislative activity.

MCTC staff works closely with the Social Service Transportation Advisory Council (SSTAC) required by SB 498. The SSTAC will participate in the 2020-21 Unmet Transit Needs process by reviewing public testimony and submitting annual recommendations to the MCTC Policy Board regarding any unmet public transit needs in Madera County. If it is found that there are unmet transit needs which are reasonable to meet, TDA funding must be used to address those unmet needs before being released to local agencies for local streets and roads expenditures.

With the passage of Proposition 1B in November 2006, MCTC staff was tasked with the administration of the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). For the PTMISEA program MCTC is responsible for disbursement of funds to local agencies, and project tracking, including semi-annual reporting to Caltrans.

MCTC is charged with administering funds from the Low Carbon Transit Operations Program (LCTOP) to transit agencies pursuant to the Transit, Affordable Housing, and Sustainable Communities Program, which was established by the California Legislature in 2014 by Senate Bill 862 (SB 862). These programs have a goal of reducing greenhouse gas emissions and are funded by auction proceeds from the California Air Resource Board's (ARB) Cap-and-Trade Program. These funds have their own statutory requirements under SB 862, but are also required to meet the statutory requirements of the Transportation Development Act.

MCTC staff assists local agencies (including tribal governments) and attends relevant workshops in preparation of Sections 5307, 5310, 5311, and 5339 grant applications to fund purchases of

new transit vehicles or provide operating funds pursuant to the guidelines.

SB 1 provides a new revenue source with the implementation of the State of Good Repair (SGR) program. MCTC currently suballocates SGR funds to local agencies by population. For the SGR program, MCTC is also responsible for review and submission of project lists, disbursement of funds to local agencies, and project tracking, including annual reporting.

Previous Work

1. Records of LTF/STA apportionment, allocations, and claims.
2. LTF/STA fiscal and performance audits.
3. Social Services Transportation Advisory Council meetings.
4. Unmet Transit Needs Hearings.
5. 2014 Triennial Performance Audit
6. 2017 Triennial Performance Audit.
7. Prop 1B: PTMISEA administration.
8. LCTOP administration.
9. SB 1 State of Good Repair administration.

Product

1. LTF/STA finding of apportionment, allocations, and claims.
2. LTF/STA fiscal audits.
3. Project Lists and Reporting for related funding programs.
4. Social Services Transportation Advisory Council meetings as required.
5. Unmet Transit Needs Hearing and staff report.
6. Documentation of FY 2020-21 Unmet Needs Process.
7. Prop 1B: PTMISEA suballocation, application processing, tracking, and reporting.
8. LCTOP allocation, application processing, tracking, and reporting.
9. SGR suballocation, project list processing, tracking, and reporting.

Tasks

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

FTE: .44

901 Transportation Funds Administration

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	60,000	Audits	12,000
MCTA		Translation Services	2,000
FHWA-PL		Public Notices	1,000
FTA-Section 5303		Triennial Performance Audits	30,000
STIP - PPM		Other Costs	15,000
Other			
Subtotal	60,000	Subtotal	60,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	76,215	Direct Wages/Benefits plus Indirect:	76,215
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	76,215		
Total:	136,215	Total:	136,215

WORK ELEMENT: 902 OVERALL WORK PROGRAM**Objective**

To develop an Overall Work Program and Budget consistent with State and Federal funding priorities and responsive to local agency needs.

Discussion

The Overall Work Program is prepared by MCTC staff and reflects State and Federal funding priorities balanced against local agency needs for transportation planning services. It is used to document annual grant funding to the MCTC and includes a discussion of the organization, significant transportation issues, proposed work activities, and the annual program budget and MCTC line item budget.

Previous Work

MCTC Overall Work Program and Budget.

Product

1. 2020-21 MCTC Overall Work Program and Budget.
2. Quarterly Reports.

Tasks

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

FTE: .16

902 Overall Work Program & Budget

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	30,774	Direct Wages/Benefits plus Indirect:	30,774
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	30,774		
Total:	30,774	Total:	30,774

WORK ELEMENT: 903 SR 233 CORRIDOR STUDY

Objective

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

Discussion

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

Grant Program Overarching Objectives

The sustainable communities overarching objectives are:

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

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

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

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

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

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

Business Enterprises (DBEs), etc.).

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

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

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

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

INTRODUCTION:

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

RESPONSIBLE PARTIES:

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

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

99 and SR 152.

OVERALL PROJECT OBJECTIVES:

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

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

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

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

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

PREVIOUS WORK

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

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

1. Community Outreach and Existing Conditions/ Needs Assessment

Task 1.1 Project Kick-Off Meeting # 1

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

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

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

Task 1.3 Identify Stakeholders

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

Task 1.4 Develop a Stakeholder Advisory Committee

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

Task 1.5 Stakeholder Committee Kick-Off Meeting

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

Task 1.6 Staff Coordination

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

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

2. Public Participation/Outreach Plan

Task 2.1 Develop Public Participation & Outreach Plan (PPOP)

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

Task 2.2 Review and Approval of Public Participation & Outreach Plan

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

- **Responsible Party:** MCTC/Caltrans

Task 2.3 Community Workshop #1

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

Task 2.4 Stakeholder Advisory Committee Meeting #1

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

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

3. SR 233/ Robertson Boulevard Existing Conditions Corridor Report

Task 3.1 Data Collection/Identify Existing Conditions

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

ridership data for the corridor.

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

Task 3.2 Stakeholder Advisory Committee Meeting # 2

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

Task 3.3 Develop Existing Conditions Report

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

Task 3.4 Presentation to Committee

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

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

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

Task 3.6 MCTC Board Presentation

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

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

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

903.2 State Route 233 Corridor Study and Downtown Core Master Plan

PHASE 2: (FY 2019-20 FUNDING)

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

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

Task 4.1 Develop SR 233 Corridor Concept

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

Task 4.2 Community Workshop #2

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

Task 4.3 Stakeholder Advisory Committee Meeting # 3

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

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

Task 4.4 Develop Downtown Core Master Plan

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

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

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

Task 4.6 Presentation to Committee

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

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

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

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

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

Task 4.9 MCTC Board Presentation

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

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

Administrative Tasks that pertain to both phases

5. Fiscal Management

Task 5.1 Invoicing

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

Task 5.2 Quarterly Reports

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

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

Previous Work

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

Product

Phase I

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

Phase 2

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

Tasks

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

FTE: .06

903.1 SR 233 Corridor Study

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

903.2 SR 233 Corridor Study

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	9,718	Consultant	84,720
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 19-20	75,002		
Subtotal	84,720	Subtotal	84,720
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	1,055	Direct Wages/Benefits:	9,200
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 19-20	8,145		
Subtotal	9,200		
Total:	93,920	Total:	93,920

WORK ELEMENT: 905 PROJECT PRIORITIZATION STUDY

Objective

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

Discussion

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

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

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

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

The results of the prioritization will be presented to stakeholders and implemented into the regional planning process. The final phase will focus on application of the prioritized projects

towards planning activities and analysis performed in the development or updates of the RTP/SCS, FTIP, ATP, Measure “T” Program extension, traffic model network revisions, and other pertinent planning exercises including activities overseen by local agency partners. MCTC will evaluate the need for future updates of this study after completion. Activities for phase three will take place in late fall of 2020.

The study will be funded with FY 19-20 and FY 20-21 SB 1 Sustainable Communities Planning Formula Grants.

905.1 Project Prioritization Study Phase 1

PHASE 1: (FY 2019-20 FUNDING)

1. Project Kickoff

Task 1.1 Project Kick-Off Meeting with Caltrans

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

Task 1.2 Project Oversight Committee

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

Task	Deliverable
1.1	<i>Meeting Notes</i>
1.2	<i>Stakeholder Advisory Committee Roster; Meeting Notes</i>

2. Data Collection

Task 2.1 Collection of Existing Project Data

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

- **Responsible Party:** Consultant

Task 2.2 Develop Unidentified Project Data Identification Methodology

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

Task 2.3 Establish Unidentified Project List/Data

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

905.2 Project Prioritization Study Phase 2

PHASE 2: (FY 2020-21 FUNDING)

Task 2.4 Finalize Master Project Database

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

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

PHASE 2: (FY 2020-21 FUNDING)

3. Prepare Draft Study Report

Task 3.1 Develop Prioritization Methodology

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

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

Task 3.2 Review Methodology with Study Oversight Committee

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

Task 3.3 Prioritization of Projects

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

Task 3.4 Prioritization Results Review

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

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

Task 4.3 Finalize Draft Study Report

Publish Draft Study Report.

PHASE 3: (FY 2020-21 FUNDING)

4. Prepare Draft Study Report

Task 4.1 Prepare Internal Draft Study Report

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

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

Task 4.2 Study Oversight Committee Review

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

Task 4.3 Finalize Draft Study Report

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

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

5. Finalize Study Report

Task 5.1 Incorporate Comment Responses

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

Task 5.2 Prepare Study Report in Final Form

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

Task 5.3 Presentations/Meetings

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

Task 5.3 Approve and Publish Final Study Report

- Final Study Report approved by MCTC Board.

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

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

Fiscal Management Tasks

Invoicing

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

Quarterly Reports

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

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

Previous Work

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

Product

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

Tasks Summary

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

FTE: .06

905.1 Project Prioritization Study – Phase 1

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	4,447	Consultant	38,767
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 19-20	34,320		
Subtotal	38,767	Subtotal	38,767
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	344	Direct Wages/Benefits plus Indirect:	3,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 19-20	2,656		
Subtotal	3,000		
Total:	41,767	Total:	41,767

905.2 Project Prioritization Study – Phase 2, 3

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	20,254	Consultant	176,584
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 20-21	156,330		
Subtotal	176,584	Subtotal	176,584
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	1,021	Direct Wages/Benefits:	8,900
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 20-21	7,879		
Subtotal	8,900		
Total:	185,484	Total:	185,484

WORK ELEMENT: 906 FRESNO-MADERA SUSTAINABLE CORRIDOR STUDY

Objective

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

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

Discussion

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

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

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

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

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

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

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

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

Task 01 Finalize Scope of Work

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

Task 02 Request for Proposal Development

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

Task 03 Consultant Selection Process

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

Task 04 Assemble Project Working Group

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

Task 05 Kickoff meeting

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

Task 06 Stakeholder Meetings

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

Task 07 Committee and Board Meetings

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

Task 08 Assess Existing Conditions

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

Task 09 Review Existing Plans

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

Task 10 Assess Planned Improvements

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

Task 11 Develop Goals and Objectives

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

Task 12 Develop Public Outreach Plan

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

Task 13 Stakeholder Outreach

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

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

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

- **Responsible Party:** Consultant

Task 15 Develop Sustainable Corridor Management Strategies

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

Task 16 Recommend Future Sustainable Transportation Improvements

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

Task 17 Final Corridor Study

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

Task 18 Project Management and Agency Coordination

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

Task 19 Provide Caltrans with Quarterly Reports

- **Responsible Party:** Fresno COG

Task 20 Provide Caltrans with Invoices Monthly or Quarterly

- **Responsible Party:** Fresno COG

Previous Work

- Fresno/Madera Origin-Destination Study

Products

- Final Study Report

Tasks

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

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

FTE: 0.0

906 Fresno-Madera Sustainable Corridor Study (MCTC Portion)

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

WORK ELEMENT: 907 BOARD COSTS & OTHER EXPENSES

Objective

To allow for Board and staff representation at State and Valley wide transportation conferences and events as well as legislative tracking and reporting.

Discussion

To allow for Board and staff representation at State and Valley wide conferences and events. To provide Policy Board members a stipend and travel for attendance of Policy Board meetings.

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

Staff provides legislative tracking and reporting.

Previous Work

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

Product

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

Tasks

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

FTE: .07

907 Board Costs and Other Expenses

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	9,245	Board Costs & Other Expenses	31,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	21,755		
Subtotal	31,000	Subtotal	31,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	2,061	Direct Wages/Benefits plus Indirect:	10,306
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	8,245		
Subtotal	10,306		
Total:	41,306	Total:	41,306

WORK ELEMENT: 910 MCTA ADMINISTRATION

Objective

To provide effective administrative and fiscal support to the Madera County Transportation Authority pursuant to the enabling legislation and adopted authority procedures.

Discussion

The Madera County Transportation Authority was formed in 2007 (approved by Madera County voters in November 2006) and is responsible for administering the proceeds of the 1/2 percent sales tax enacted in Measure “T”. The Authority contracts with MCTC for provision of the Measure “T” Investment Plan and Annual Work Program, agency administrative functions, and funds administration. The Executive Director also serves as the Authority’s Executive Director and performs all staff administrative functions required to support the activities of the Authority.

The Authority produces an annual report of Measure T activities, which is widely distributed to the public and other interested stakeholders by mail and posted on the MCTA website.

The Authority also provides staffing for the Measure T Citizens’ Oversight Committee, an appointed body of community representatives that provide independent review and oversight of Authority compliance audits. The Committee issues an Annual Report to the Public summarizing Authority audit findings and recommendations presented to the Authority board.

Previous Work

1. Meeting of the Madera County Transportation Authority and Technical Advisory Committee.
2. Annual Fiscal Audits.
3. MCTA Policies and Procedures.
4. Organization and administration of Citizens’ Oversight Committee.
5. Planning, Programming and Monitoring of Measure “T” projects and develop financial analysis and cash flow analysis.

Product

1. Annual Fiscal Audits (approx. \$10,000).
2. Review and process project claims.
3. Prepare financial reports.
4. MCTA Operating Budget.
5. Annual Work Program.
6. Administration of Citizens’ Oversight Committee.

7. Planning, Programming and Monitoring of Measure "T" projects.
8. Financial assistance and cash flow analysis.
9. Publication of Measure T Annual Report.

Tasks

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

FTE: .28

910 MCTA Administration

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Financial Assistance, Audits, Annual Report	24,000
MCTA	60,000	Conf/Travel/Other Costs	16,000
FHWA-PL		Public Outreach	20,000
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	60,000	Subtotal	60,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	50,894
MCTA	50,894		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	50,894		
Total:	110,894	Total:	110,894

ACRONYMS

AB	Assembly Bill
ADA	Americans with Disabilities Act
AWP	Annual Work Program
CALTRANS	California Department of Transportation
CAG	County Association of Governments
CATX	Chowchilla Area Transit Express
CIP	Capital Improvement Plan
CMAQ	Congestion Mitigation Air Quality
COG	Council of Governments
CTC	California Transportation Commission
DBE	Disadvantaged Business Enterprise
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FAST ACT	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP/TIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas
GIS	Geographic Information System
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IIP	Interregional Improvement Plan
IPG	Intermodal Planning Group
LTF	Local Transportation Fund
MAP 21	Moving Ahead for Progress in the 21st Century
MAX	Madera Area Express
MCC	Madera County Connection
MCTA	Madera County Transportation Authority
MCTC	Madera County Transportation Commission
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
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
SRTDP	Short Range Transit Development 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 Certifications and Assurances
- Appendix D Certification of Restrictions on Lobbying
- Appendix E Planning Funds – Eligible Uses
- Appendix F Resolution
- Appendix G Other Planning Activities
- Appendix H MPO Planning Boundary
- Appendix I Public Participation Outreach Chart
- Appendix J Title VI Plan

FY 2020-21 Overall Work Program

	Funds Available by Revenue Source													Total
	MCTC	Other	Total	MCTC LTF	Member Assessment	MCTA	STIP PPM	SJV REAP Housing	SB-1 Sustainable Communities	FHWA PL	FHWA PL Carryover	FTA 5303	FTA 5303 Carryover	
Carryover Prior Years				325,116		0	0		151,669	0	337,116		29,014	842,915
Current Year Allocation				231,619	37,000	115,000	79,000	173,483	164,209	659,254		56,784	0	1,516,349
Carryover to Future Year				(158,398)	(7,000)	(4,106)	(71)			(27)	(807)		(370)	(170,779)
Total Available Funds	1,246,872	941,613	2,188,485	398,337	30,000	110,894	78,929		315,878	659,227	336,309	56,784	28,644	2,188,485

9/16/2020 15:13 Work Element Description	Expenditures by Agency			Expenditures by Revenue Source											Total	
	MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	Member Assessment	MCTA	STIP PPM	Federal Carryover Match - PPM	SJV REAP Housing	SB-1 Sustainable Communities	FHWA PL	FHWA PL Carryover	FTA 5303		FTA 5303 Carryover
100 Regional Transportation Plan	127,954	150,000	277,954	14,676	17,205			0				113,278	132,795			277,954
101 Performance Measures	22,562		22,562	0				2,588				19,974				22,562
102 Regional Housing Planning Program	9,200	164,283	173,483	0				0		173,483		0				173,483
110 Regional Planning Database	76,965		76,965	8,828				0				68,137				76,965
111 Traffic Monitoring Program	11,638	7,500	19,138	0				1,335	860			10,303	6,640			19,138
112 Regional Transportation Modeling	86,040	54,500	140,540	0				9,869	6,251			76,171	48,249			140,540
112.1 Model Update	3,645	4,148	7,793	0	3,645			0				0	4,148			7,793
113 Air Quality Transportation Planning	71,674	8,000	79,674	9,139	0			0				70,535				79,674
120 Goods Movement & Highways Planning	95,718		95,718	0	10,979			0				0	84,739			95,718
122 Project Coordination & Financial Programming	40,790		40,790	0				40,790				0				40,790
130 Public Transportation	96,496		96,496	7,357	3,711			0				0		56,784	28,644	96,496
140 Other Modal Elements	127,041		127,041	14,572				0				112,469				127,041
150 Public Participation Program	62,498	11,000	73,498	7,169	1,262			0				55,329	9,738			73,498
151 Alternative Transportation Activities	74,095		74,095	74,095				0				0				74,095
200 Transportation Program Development	150,267		150,267	0				17,236				133,031				150,267
901 Transportation Funds Administration	76,215	60,000	136,215	136,215				0				0				136,215
902 Overall Work Program	30,774		30,774	30,774				0				0				30,774
903 SR 233 Corridor Study																
903.1 Phase 1 FY 18-19	1,000	34,633	35,633	4,087				0			31,546	0				35,633
903.2 Phase 2 FY 19-20	9,200	84,720	93,920	10,773				0			83,147	0				93,920
905 Project Prioritization Study																
905.1 Phase 1 FY 19-20	3,000	38,767	41,767	4,791				0			36,976	0				41,767
905.2 Phase 2, 3 FY 20-21	8,900	176,584	185,484	21,275				0			164,209	0				185,484
906 Fresno-Madera Sustainable Corridor Study	0	56,478	56,478	6,478				0				0	50,000			56,478
907 Board Cost & Other Expenses	10,306	31,000	41,306	11,306		30,000		0				0				41,306
910 MCTA Administration	50,894	60,000	110,894	0			110,894	0				0				110,894
Total Expenditures	1,246,872	941,613	2,188,485	361,535	36,802	30,000	110,894	71,818	7,111	173,483	315,878	659,227	336,309	56,784	28,644	2,188,485
				398,337				78,929				995,536		85,428		

Madera County Transportation Commission
2020-21 Annual Budget
16-Sep-20

	20-21 Budget	Amend #1	Amended Budget
Revenues			
FHWA PL	\$659,254	(\$27)	\$659,227
FHWA PL Carryover	\$406,834	(\$70,525)	\$336,309
FTA 5303	\$56,784		\$56,784
FTA 5303 Carryover	\$16,209	\$12,435	\$28,644
STIP Carryover	\$0		\$0
STIP Planning	\$78,989	(\$60)	\$78,929
SB-1 Sustainable Communities 20-21	\$164,209		\$164,209
SB-1 Sustainable Communities 19-20	\$93,090	\$27,033	\$120,123
SB-1 Sustainable Communities 18-19	\$0	\$31,546	\$31,546
REAP Housing	\$0	\$173,483	\$173,483
TDA Carryover	\$121,194	\$45,524	\$166,718
TDA Administration	\$100,000		\$100,000
TDA Planning	\$138,630	(\$7,011)	\$131,619
Member Assessment Fees	\$30,000		\$30,000
MCTA Carryover	\$0		\$0
MCTA	\$122,858	(\$11,964)	\$110,894
Other	\$0		\$0
Total Revenues	\$1,988,051	\$200,434	\$2,188,485
Non-cash information			
Toll Credits (PL)	\$0		\$0
Toll Credits (5303)	\$0		\$0
Expenses			
	20-21 Budget		Amended Budget
Salaries & Benefits			
Salaries	\$694,514	\$851	\$695,365
ICMA 401(a)	\$103,278	\$127	\$103,405
FICA, Employer	\$41,299		\$41,299
Medicare	\$10,070	\$12	\$10,082
Worker's Compensation	\$3,541	\$1,466	\$5,007
Health	\$159,969	(\$1,151)	\$158,818
Unemployment Insurance	\$896		\$896
Subtotal Salaries & Benefits	\$1,013,567	\$1,305	\$1,014,872
	Direct		\$543,118
	Indirect		\$471,754
Indirect Costs			
Advertising/Publications	\$2,000		\$2,000
Auto & Cell Allowance	\$4,200		\$4,200
Computer Software	\$3,500		\$3,500
Conference/Training/Educate	\$8,000		\$8,000
Equipment Leases	\$10,000		\$10,000
Bldg/Equip. Maint. & Repairs	\$4,000		\$4,000
Insurance	\$1,000		\$1,000
Janitorial Services	\$2,000		\$2,000
Legal Services	\$15,000		\$15,000
MCTC Audit	\$23,000		\$23,000
Membership Fees	\$4,000		\$4,000
Miscellaneous	\$4,000		\$4,000
Office Furniture	\$2,000		\$2,000
Office Supplies	\$6,000		\$6,000
Postage	\$1,000		\$1,000
Rent	\$73,000		\$73,000
Technology Related Equipment & Repairs	\$30,000		\$30,000
Telephone/Internet/Website	\$18,000		\$18,000
Travel Expenses	\$8,000	(\$1,500)	\$6,500
Utilities	\$8,000		\$8,000
Valley Coordination	\$5,300	\$1,500	\$6,800
Subtotal Indirect Costs	\$232,000	\$0	\$232,000
Other Direct Costs			
Air Quality (Consultant)	\$8,000		\$8,000
Board Costs and Other Costs	\$29,000	\$2,000	\$31,000
Consultant (SR 41 Corridor Study)	\$50,000	\$6,478	\$56,478
Consultant (SB-1 Planning Grant)	\$271,984	\$62,720	\$334,704
Consultant (Regional Housing Program)	\$0	\$164,283	\$164,283
MCTA Conference(s)/Travel	\$2,500	(\$500)	\$2,000
MCTA Fin Asst/Audits/Annual Report	\$24,000		\$24,000
MCTA Project Development	\$10,000		\$10,000
MCTC TDA Audits	\$12,000		\$12,000
MCTC TDA Other Admin Costs	\$15,000		\$15,000
Model Update	\$40,000	(\$35,852)	\$4,148
Other MCTA Costs	\$4,000		\$4,000
Public Participation Program	\$30,000		\$30,000
RTP EIR	\$150,000		\$150,000
RTP/SCS Development	\$0		\$0
Technical/Modeling On-Call Services	\$50,000		\$50,000
Traffic Model & GIS Support	\$4,500		\$4,500
Traffic Monitoring Program	\$7,500		\$7,500
Translation Services	\$4,000		\$4,000
Triennial Performance Audits	\$30,000		\$30,000
Subtotal Other Direct Costs	\$742,484	\$199,129	\$941,613
Total Expenses	\$1,988,051	\$200,434	\$2,188,485
	\$0	\$0	\$0



STAFF REPORT
Board Meeting of September 23, 2020

AGENDA ITEM: 9-A

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Measure T Citizens' Oversight Committee Annual Report

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The Measure T Citizens' Oversight Committee met August 12, 2020 to review the Measure T independent financial and performance audits. The Committee has reviewed the audited Measure T Financial Statements and reports of the independent auditor from July 2018 to June 2019 and concurs that Measure T expenditures are in accordance with the Measure T Program. A copy of the Annual Report is included in the agenda packet.

FISCAL IMPACT:

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

To the Residents of Madera County

The Measure T Citizens' Oversight Committee is pleased to announce the findings of fiscal year 2019 Measure T compliance audits. In the twelfth year of the Measure T program, design work continued on the SR 99 Widening and Oakhurst Midtown Connector projects with construction beginning in FY 19-20 for the SR 99 Widening project and in FY 20-21 for the Oakhurst Midtown Connector project. The local agencies spent over \$3.0 Million on road rehabilitation projects.

The Measure T financial statements for the fiscal year 2019 were audited by an independent firm with no significant deficiencies identified. The audited financial statements can be viewed at the [Madera County Transportation Authority website](#).

The Committee has reviewed the audited Measure T Financial Statements and reports of the independent auditor from July 2018 to June 2019 and concurs that Measure T expenditures are in accordance with the Measure T program.

Measure T continues to serve as a crucial source of local infrastructure investment including leveraging state and federal funds for the Madera County region. The Committee looks forward to continue working with the community to ensure the ongoing success of the Measure T Program.

Measure T Oversight Committee

District 2 Emil Stagnaro

District 3 Wendy Fagan

District 4 Angeline Cantu

Member At Large Courtney Brown

Member At Large Terry Flanagan, Vice Chair



STAFF REPORT
Board Meeting of September 23, 2020

AGENDA ITEM: 9-B

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Self-Help Counties Coalition Focus on the Future Conference

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The Self-Help Counties Coalition leadership will be hosting the 31st Annual Focus on the Future Conference [Focusing on the Virtual World – The Future of Transportation](#) in a virtual conference setting during the week of November 16, 2020.

The conference provides a forum for Self-Help Counties and other transportation agencies, elected officials, and the private sector to share experiences, highlight upcoming projects, and interact in a virtual environment. Registration will soon be available online.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of September 23, 2020

AGENDA ITEM: 10-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Measure T FY 2020-21 Annual Work Program

Enclosure: Yes

Action: Approve the 2020-21 Measure "T" Annual Work Program and the disbursement of interest earned through June 30, 2020

SUMMARY:

Per Authority policy the AWP is prepared annually and serves as the annual funding authority for the Measure "T" program. The Annual Work Program recognizes funds available for projects according to the Measure "T" Investment Plan and outlines each local jurisdiction's Annual Expenditure Plan with respect to the available funds. Also, staff is asking for approval to release and disburse any interest earned through June 30, 2020.

FISCAL IMPACT:

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



ANNUAL WORK PROGRAM

Fiscal Year
2020-21

TABLE OF CONTENTS

Introduction..... 2

FY 2020-21 Measure T Allocation..... 5

Measure “T” Programming Summary 6

Local Agency Annual Expenditure Plans 7

 Madera County Transportation Authority 8

 County of Madera..... 12

 City of Madera..... 14

 City of Chowchilla..... 16

Reports..... 19

 End of Year Reports 19

 Madera County Transportation Authority 19

 County of Madera..... 20

 City of Madera..... 21

 City of Chowchilla..... 22

 Other Reports 23

 Measure T Fiscal Year Receipts from BOE 24

Appendix..... 25

 Map of Avenue 12 Interchange Project 26

 Map of Ellis Street Overcrossing Project..... 27

 Map of 4th Street Widening 28

 Map of SR 41 Passing Lanes..... 29

 Map of Oakhurst Mid-Town Connector..... 30

 Map of SR 233 Interchange..... 31

 Madera 2020 STIP Program 32

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 \$167 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) - \$85.3 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:

- **\$43.5 million** (approximately 26% of the Measure) is directed to fund capacity increasing projects and to leverage federal and State funding.
- **\$41.8 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) - \$73.6 million or 44%.

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

- **\$36.3 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 **\$36.3 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 **\$836,000** (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) - \$3.3 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:

- **\$3.06 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 **\$1.64 million** or .92% of Measure funds, the City of Chowchilla would receive **\$0.22 million** or 0.14%, and the City of Madera would receive **\$1.2 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 **\$284,000** (0.17% of Measure funding) is directed to ADA, Seniors, and Paratransit programs to improve mobility for seniors and individuals with disabilities.

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

4. ENVIRONMENTAL ENHANCEMENT PROGRAM - \$3.3 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 - \$1.67 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 2020-21 Measure T Allocation

Gross Allocation	8,000,000.00
Deductions	0.00
Net Allocation	<u>8,000,000.00</u>

Jurisdiction	Population	Rate
County	80,357	0.5081
Madera	65,415	0.4136
Chowchilla	12,375	0.0782
	<u>158,147</u>	

Measure T Programs	Percent	Amount	County Allocation	Madera Allocation	Chowchilla Allocation	MCTA Allocation
Commute Corridors/Farm to Market	51.00%	\$ 4,080,000.00				
Regional Streets and Highways Program	26.00%	\$ 2,080,000.00				\$ 2,080,000.00
Regional Rehab	25.00%	\$ 2,000,000.00	\$ 1,016,231.73	\$ 827,268.30	\$ 156,499.97	
Safe Routes to School & Jobs	44.00%	\$ 3,520,000.00				
Street Maintenance	13.00%	\$ 1,040,000.00	\$ 528,440.50	\$ 430,179.51	\$ 81,379.99	
County Maint. District, Suppl. Street Maint.	8.75%	\$ 700,000.00	\$ 355,681.11	\$ 289,543.90	\$ 54,774.99	
Flexible (*Funds impounded by MCTA)	21.75%	\$ 1,740,000.00	\$ 884,121.60	\$ 719,723.43	\$ 136,154.97	\$ 1,740,000.00
ADA Compliance	0.50%	\$ 40,000.00	\$ 20,324.63	\$ 16,545.37	\$ 3,130.00	
Transit Enhancement Program	2.00%	\$ 160,000.00				
Madera County	0.9299%	\$ 74,392.00	\$ 74,392.00			
City of Madera	0.7569%	\$ 60,552.00		\$ 60,552.00		
City of Chowchilla	0.1432%	\$ 11,456.00			\$ 11,456.00	
ADA/Seniors/Paratransit	0.17%	\$ 13,600.00	\$ 6,910.38	\$ 5,625.43	\$ 1,064.19	
Environmental Enhancement Prog.	2.00%	\$ 160,000.00	\$ 81,298.54	\$ 66,181.46	\$ 12,520.00	
Administration/Planning	1.00%	\$ 80,000.00				\$ 80,000.00
		TOTAL	\$ 2,083,278.89	\$ 1,695,895.97	\$ 320,825.14	\$ 3,900,000.00

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	\$4,880,369	\$176,815	\$2,080,000	\$925,560	\$8,071,744	\$0
Flexible Program	\$3,683,681	\$147,912	\$1,740,000	\$10,321	\$5,581,914	\$0
Admin/Planning/Other	\$0	\$6,800	\$80,000	\$24,094	\$110,894	\$0
TOTALS	\$8,564,050	\$331,527	\$3,900,000	\$959,975	\$13,764,552	\$0

County of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$7,993,230	\$85,653	\$1,016,232	\$8,078,883	\$1,013,232
Safe Routes to School & Jobs (Local)	\$3,310,739	\$76,232	\$904,446	\$3,156,373	\$1,135,045
Transit Enhancement Program (Public)	\$759,424	\$6,852	\$81,302	\$664,659	\$182,919
Environmental Enhancement Program	\$893,120	\$6,852	\$81,299	\$899,972	\$81,299
TOTALS	\$12,956,513	\$175,589	\$2,083,279	\$12,799,887	\$2,412,495

City of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$8,300,644	\$70,777	\$827,268	\$6,744,045	\$2,454,644
Safe Routes to School & Jobs (Local)	\$1,868,380	\$62,992	\$736,268	\$1,295,000	\$1,372,640
Transit Enhancement Program (Public)	\$413,279	\$5,662	\$66,177	\$0	\$485,118
Environmental Enhancement Program	\$314,308	\$5,662	\$66,181	\$93,000	\$293,151
TOTALS	\$10,896,611	\$145,093	\$1,695,894	\$8,132,045	\$4,605,553

City of Chowchilla

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$0	\$13,584	\$156,500	\$156,500	\$13,584
Safe Routes to School & Jobs (Local)	\$97,213	\$12,090	\$139,285	\$248,588	\$0
Transit Enhancement Program (Public)	\$1,595	\$1,041	\$12,520	\$14,000	\$1,157
Environmental Enhancement Program	\$0	\$1,087	\$12,520	\$0	\$13,607
TOTALS	\$98,808	\$27,802	\$320,825	\$419,088	\$28,348

Local Agency Annual Expenditure Plans

The 20-year measure funding is expected to generate approximately a total of \$167,000,000. 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 2020-21 a total of \$8,000,000 is estimated to be allocated to each jurisdiction. Figure 2 indicates the amount that will be allocated to each jurisdiction, including the Madera County Transportation Authority.

Figure 1

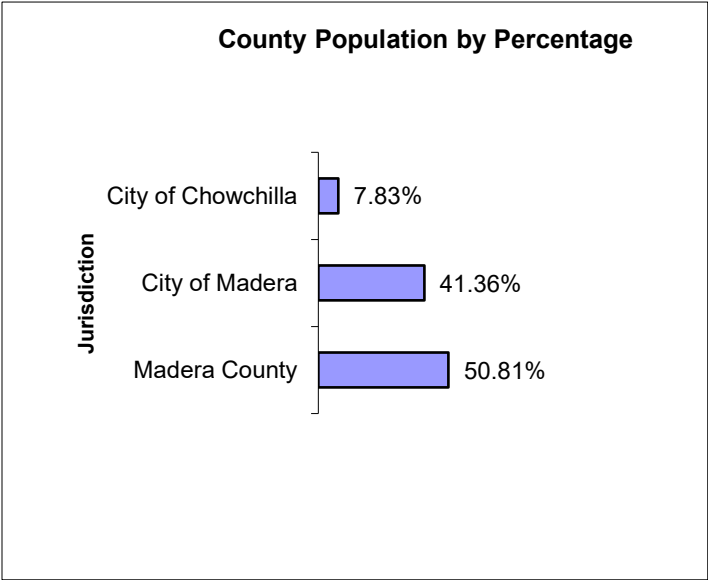
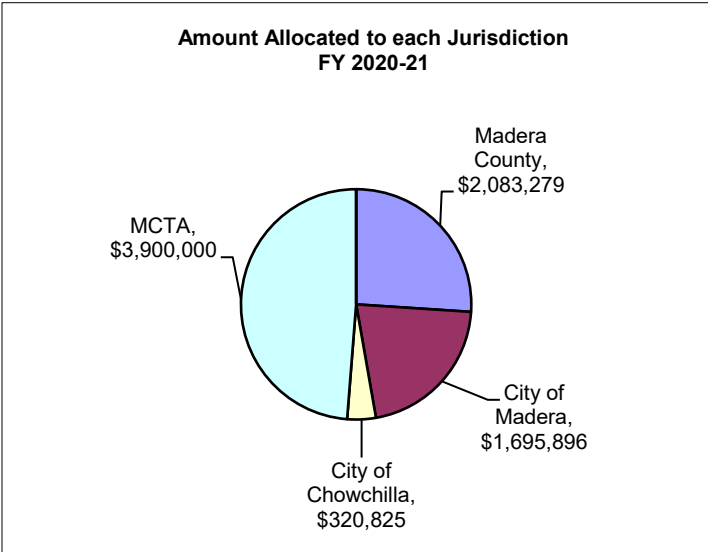


Figure 2



The following pages indicate how each jurisdiction is planning to spend their 2020-21 allocation.

Madera County Transportation Authority

Measure T Annual Expenditure Plan
Fiscal Year 2020-21



Commute Corridors/Farm to Market (Regional)

			<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>
<u>Regional Streets and Highways Program</u>			\$4,889,369	\$176,815	\$2,080,000	\$925,560	\$8,071,744
Project	Environmental Studies & Permits	Right of Way	Plans, Specifications, & Estimates	Construction	Misc.	Total	
SR 41 Passing Lanes						\$ 0	
SR 99 / Ave 12 Interchange						\$ 0	
Oakhurst Mid-Town Connector				\$ 6,572,500		\$ 6,572,500	
Bond Debt Service					\$ 1,499,244	\$ 1,499,244	
Reserve for Next Fiscal Year						\$ 0	
				Total Projects		\$ 8,071,744	
				<i>Balance</i>		\$ -	

Administration/Planning Program

		<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Other</u>	<u>Available</u>
<u>MCTA</u>		\$0	\$6,800	\$80,000	\$24,094	\$110,894
Project	Budget					
Salaries & Benefits	\$ 50,894					
Audits, Fin. Asst.	\$ 24,000					
MCTA Conf/Travel/Other	\$ 26,000					
General Proj Dev Costs	\$ 10,000					
Total Projects	\$ 110,894					
<i>Balance</i>	\$ -					

Other Funds Allocated to MCTA

	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>	
<u>Other Funds (Flexible, Impact Fees, Local)</u>	\$3,683,681	\$147,912	\$1,740,000	\$10,321	\$5,581,914	
<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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 41 Passing Lanes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR99 Widening – Ave 12 to 17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Oakhurst Mid-Town Connector	\$ -	\$ -	\$ -	\$ 4,872,500	\$ -	\$ 4,872,500
Bond Debt Service					\$ 709,414	\$ 709,414
Reserve for Next Fiscal Year						

Total Projects \$ 5,581,914
 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				\$ 4,872,500		\$ 4,872,500
Flexible Account						\$ -
Impact Fees						\$ -
Local Funds						\$ -
City of Madera						\$ -
Flexible Account						\$ -
Impact Fees						\$ -
Local Funds						\$ -
City of Chowchilla						\$ -
Flexible Account						\$ -
Impact Fees						\$ -
Local Funds						\$ -

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

	<u>Prior</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
SR 99/Ave 12 Interchange							
<i>Measure T Regional</i>	\$ 7,657,000						\$ 7,657,000
<i>Flexible Program</i>	\$ 3,920,000						\$ 3,920,000
<i>Route 99 Bond</i>	\$ 50,402,000		\$ 9,000,000				\$ 59,402,000
<i>STIP</i>	\$ 22,823,000			\$ 5,295,000			\$ 28,118,000
							\$ 99,097,000
Ellis Ave. Overcrossing							
<i>Measure T Regional</i>	\$ 8,670,000						\$ 8,670,000
<i>Flexible Program</i>	\$ 1,800,000						\$ 1,800,000
<i>Measure A/Local</i>	\$ 5,930,000						\$ 5,930,000
							\$ 16,400,000
4th Street Widening							
<i>Measure T Regional</i>	\$ 2,870,000						\$ 2,870,000
<i>Flexible Program</i>	\$ 3,358,000						\$ 3,358,000
<i>STIP</i>	\$ 5,148,000						\$ 5,148,000
							\$ 11,376,000
SR 41 Passing Lanes							
<i>Measure T Regional</i>	\$ 4,409,000						\$ 4,409,000
<i>Flexible Program</i>	\$ 4,374,000						\$ 4,374,000
<i>STIP</i>	\$ 11,047,000						\$ 11,047,000
							\$ 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
<i>STIP</i>			\$ 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 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			\$ 651,500	\$ 6,572,500	\$ 7,452,500
<i>Flexible Program</i>	\$ 300,000	\$ 610,000	\$ 228,500			\$ 1,556,500	\$ 4,872,500	\$ 7,567,500
Local Partnership Program							\$ 5,000,000	\$ 5,000,000
								\$ 20,020,000
SR 233 Interchange Improvements								
<i>Measure T Regional</i>							\$ 7,600,000	\$ 7,600,000
<i>Flexible Program</i>	\$ 300,000	\$ 900,000			\$ 600,000		\$ 3,100,000	\$ 4,900,000
<i>Other</i>							\$ 3,600,000	\$ 3,600,000
								\$ 16,100,000
Road 200 Phase III								
<i>Measure T Regional</i>							\$ 2,700,000	\$ 2,700,000
<i>Flexible Program</i>							\$ 2,800,000	\$ 2,800,000
<i>Other</i>							\$ 2,690,000	\$ 2,690,000
								\$ 8,190,000
Ave 7 Reconstruction								
<i>Measure T Regional</i>							\$ 1,427,500	\$ 1,427,500
<i>Flexible Program</i>							\$ 952,500	\$ 952,500
<i>Other</i>							\$ 6,558,000	\$ 6,558,000
								\$ 8,938,000
Cleveland Avenue Widening								
<i>Measure T Regional</i>							\$ 1,600,000	\$ 1,600,000
<i>Flexible Program</i>							\$ 1,800,000	\$ 1,800,000
<i>Other</i>							\$ 350,000	\$ 350,000
								\$ 3,750,000
Gateway Avenue Widening								
<i>Measure T Regional</i>							\$ 2,940,000	\$ 2,940,000
<i>Flexible Program</i>							\$ 3,160,000	\$ 3,160,000
<i>Other</i>							\$ 2,500,000	\$ 2,500,000
								\$ 8,600,000
Measure T Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 0	\$ 2,808,000	\$ 39,525,000	\$ 44,900,000
Yearly Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 0	\$ 2,808,000	\$ 60,223,000	\$ 65,598,000

County of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2020-21

<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>	\$7,993,230	\$85,653	\$1,016,232	\$9,095,115

Project	Budget
<i>Ave 26 Rehab (FLAP match)</i>	\$ 3,093,883
<i>Road 200 Phase 3 Bridge</i>	\$ 4,000,000
<i>Road 23 Bridge (Match for HBP)</i>	\$ 350,000
<i>Avenue 7 Rehab (Match SB-1 LPP)</i>	\$ 400,000
<i>Road 30 N. of Ave 12 (Match for SB-1 LPP)</i>	\$ 185,000
<i>Pavement Management System</i>	\$ 50,000
<i>Reserve for next fiscal year</i>	\$ 1,016,232
Total Projects	\$ 9,095,115
<i>Balance</i>	\$ -

<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>	\$1,640,554	\$44,540	\$528,441	\$2,213,535

Project	Budget
<i>Overlays</i>	\$ 500,000
<i>Chip Seal</i>	\$ 500,000
<i>Patching</i>	\$ 250,000
<i>Misc. Road Maintenance</i>	\$ 435,094
<i>Reserve for Next Fiscal Year</i>	\$ 528,441
Total Projects	\$ 2,213,535
<i>Balance</i>	\$ -

<u>County Maintenance Districts</u>	\$1,441,300	\$29,979	\$355,681	\$1,826,960
--------------------------------------------	-------------	----------	-----------	--------------------

Project	Budget
<i>Overlays/Chip Seals</i>	\$ 800,000
<i>Patching</i>	\$ 100,000
<i>Misc. Road Maintenance</i>	\$ 571,279
<i>Reserve for Next Fiscal Year</i>	\$ 355,681
Total Projects	\$ 1,826,960
<i>Balance</i>	\$ -

Measure T 2020-21 Annual Work Program

12

Item A.

Flexible Program

\$0 \$0 \$884,121

Project	Budget
<i>MCTA Impound for Matching</i>	\$ 884,121
Total Projects	\$ 884,121
<i>Balance</i>	\$ -

ADA Compliance

\$228,885 \$1,713 \$20,325 **\$250,923**

Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ 250,923
Total Projects	\$ 250,923
<i>Balance</i>	\$ -

Transit Enhancement Program (Public)

Carryover Excess Allocation Available
\$658,389 \$6,270 \$74,392 **\$739,051**

Project	Budget
<i>Transit Administration/Projects</i>	\$ 664,659
<i>Reserve for Next Fiscal Year</i>	\$ 74,392
Total Projects	\$ 739,051
<i>Balance</i>	\$ -

ADA / Seniors / Paratransit

\$101,035 \$582 \$6,910 **\$108,527**

Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ 108,527
Total Projects	\$ 108,527
<i>Balance</i>	\$ -

Environmental Enhancement Program

Carryover Excess Allocation Available
Total for all Sub-programs \$893,120 \$6,852 \$81,299 **\$981,271**

Project	Budget
<i>CMAQ Project Match</i>	\$ 899,972
<i>Reserve for Next Fiscal Year</i>	\$ 81,299
Total Projects	\$ 981,271
<i>Balance</i>	\$ -

City of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2020-21

<u>Commute Corridors/Farm to Market (Regional)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
-----------------------------------------------------------	-------------------------	----------------------	--------------------------	-------------------------

<u>Rehab, Reconstruct, Maintenance Program</u>	\$8,300,644	\$70,777	\$827,268	\$9,198,690
-------------------------------------------------------	-------------	----------	-----------	--------------------

Project	Budget
Olive Ave. Widening – Gateway to Knox, R-10	\$ 5,385,788
2020-21 City Streets 3R & ADA Project, R-77	\$ 355,000
Almond Ave Extension – Pine to Stadium, R-82	\$ 500,000
Traffic Study – Almond/Pine/Stadium, R-87	\$ 130,000
Granada Drive/Howard Road Traffic Signal, TS-17	\$ 223,257
Howard Road/Westberry Traffic Signal, TS-19	\$ 150,000
Total Projects	\$ 6,744,045
<i>Balance</i>	\$ 2,454,644

<u>Safe Routes to School & Jobs (Local)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
--------------------------------------------------------	-------------------------	----------------------	--------------------------	-------------------------

<u>Street Maintenance Program</u>	\$1,167,192	\$36,804	\$430,179	\$1,634,175
------------------------------------------	-------------	----------	-----------	--------------------

Project	Budget
Overlays	\$ 175,000
Chip Seal	\$ 600,000
Other Seals	\$ -
Patching/Street Maintenance	\$ 100,000
Reserve for Next Fiscal Year	\$ -
Total Projects	\$ 875,000
<i>Balance</i>	\$ 759,175

<u>Supplemental Street Maintenance Program</u>	\$593,408	\$24,772	\$289,544	\$907,724
-------------------------------------------------------	-----------	----------	-----------	------------------

Project	Budget
Overlays	\$ -
Surface Seal, General Maintenance	\$ -
Other Seals	\$ -
Patching/Street Maintenance	\$ 400,000
Reserve for Next Fiscal Year	\$ -
Total Projects	\$ 400,000
<i>Balance</i>	\$ 507,724

Flexible Program

\$0

\$0

\$719,723

Item A.

Project	Budget
MCTA Impound for matching	\$ 719,723
Total Projects	\$ 719,723
Balance	\$ -

ADA, Seniors, Paratransit

\$107,780

\$1,416

\$16,545

\$125,741

Project	Budget
ADA Walkability/Sidewalks Program, R-64	\$ 20,000
Total Projects	\$ 20,000
Balance	\$ 105,741

Transit Enhancement Program

Carryover

Excess

Allocation

Available

\$333,067

\$5,181

\$60,552

\$398,800

Project	Budget
	\$ -
Total Projects	\$ -
Balance	\$ 398,800

ADA / Seniors / Paratransit

\$80,212

\$481

\$5,625

\$86,318

Project	Budget
	\$ -
Total Projects	\$ -
Balance	\$ 86,318

Environmental Enhancement Program

Carryover

Excess

Allocation

Available

Total for all Sub-programs

\$314,308

\$5,662

\$66,181

\$386,151

Project	Budget
Alley Paving – Torres Way, ALY-01	\$ 15,000
2021 CMAQ Alley Paving, ALY-03	\$ 10,000
Schnoor Ave Sidewalk – Sunset to River, R-58	\$ 3,000
ADA Walkability Sidewalks Program, R-64	\$ 20,000
Washington School Sidewalks, R-93	\$ 5,000
Bike Path – Tulare/Cleveland/Raymond, PK-48	\$ 40,000
Total Projects	\$ 93,000
Balance	\$ 293,151

City of Chowchilla

Measure T Annual Expenditure Plan
Fiscal Year 2020-21

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

Rehab, Reconstruct, Maintenance Program \$0 \$13,584 \$156,500 **\$170,084**

Project	Budget
Ave 24 ½ Shoulder Paving Project	\$ 36,000
Humboldt Storm Drain Project	\$ 120,500
Total Projects	\$ 156,500
Balance	\$ 13,584

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

Street Maintenance Program \$21,068 \$7,064 \$81,380 **\$109,512**

Project	Budget
Overlays	\$ -
Chip Seal	\$ -
Other Seals	\$ -
Patching/Street Maintenance/Operations	\$ 109,512
Equipment	\$ -
Reserve for Next Fiscal Year	\$ -
Total Projects	\$ 109,512
Balance	\$ -

Supplemental Street Maintenance Program \$14,181 \$4,754 \$54,775 **\$73,710**

Project	Budget
Overlays	\$ 73,710
Chip Seal	\$ -
Other Seals	\$ -
Patching/Street Maintenance/Operations	\$ -
Reserve for Next Fiscal Year	\$ -
Total Projects	\$ 73,710
Balance	\$ -

<u>Flexible Program</u>	\$57,266	\$0	\$136,155	\$ Item A.
Project	Budget			
<i>Impound for MCTA Matching Projects</i>	\$ 136,155			
<i>Maintenance/Operations</i>	\$ 57,266			
Total Projects	\$ 193,421			
<i>Balance</i>	\$ -			

<u>ADA Compliance</u>	\$4,698	\$272	\$3,130	\$8,100
Project	Budget			
<i>ADA Assessment Study</i>	\$ 8,100			
Total Projects	\$ 8,100			
<i>Balance</i>	\$ -			

<u>Transit Enhancement Program (Public)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
	\$1,595	\$949	\$11,456	\$14,000

Project	Budget
<i>CATX Bus Purchase Match</i>	\$ 14,000
Total Projects	\$ 14,000
<i>Balance</i>	\$ -

<u>ADA / Seniors / Paratransit</u>	\$0	\$92	\$1,064	\$1,157
Project	Budget			
<i>Reserve for Next Fiscal Year</i>	\$ 1,157			
Total Projects	\$ 13,628			
<i>Balance</i>	\$ -			

<u>Environmental Enhancement Program</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Total for all Sub-programs</u>	\$0	\$1,087	\$12,520	\$13,607

Project	Budget
<i>Reserve for future projects</i>	\$ 13,607
Total Projects	\$ 13,607
<i>Balance</i>	\$ -

(This page intentionally left blank)

Reports

End of Year Reports

Madera County Transportation Authority



MEASURE T

2019-20 Expenditure Summary

Madera County Transportation Authority

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commute Corridors/Farm to Market (Regional)	\$ 6,240,100.00	\$ 2,183,825.00	35.00%	\$ 4,056,275.00	\$ -
Safe Routes to School & Jobs (Local)	\$ 5,390,601.00	\$ 1,238,974.71	22.98%	\$ 4,151,626.29	\$ -
Administration	\$ 116,648.00	\$ 107,191.79	91.89%	\$ 9,456.21	\$ -

\$ 11,747,349.00 \$ 3,529,991.50 30.05%

MEASURE T

2019-20 Expenditure Detail Madera County Transportation Authority

Program	19-20 "T" Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
Commute Corridors/Farm to Market	\$ 6,240,100.00	\$ 2,183,825.00	35.00%	\$ 4,056,275.00	\$ -	
<i>Regional Streets & Highways Program</i>						
1 Oakhurst Mid-Town Connector	\$ 4,658,500.00	\$ 602,225.00	12.93%	\$ 4,056,275.00	\$ -	
2 PS&E	\$ -	\$ -	0.00%	\$ -		
3 ROW	\$ 228,500.00	\$ 602,225.00	263.56%	\$ (373,725.00)		
4 CON	\$ 4,430,000.00	\$ -	0.00%	\$ 4,430,000.00		
1	\$ -	\$ -	0.00%	\$ -	\$ -	
2 PS&E	\$ -	\$ -	0.00%	\$ -		
3 ROW		\$ -	0.00%	\$ -		
4 CON	\$ -	\$ -	0.00%	\$ -		
1 Debt Service	\$ 1,581,600.00	\$ 1,581,600.00	100.00%	\$ -	\$ -	
2 PS&E	\$ -	\$ -	0.00%	\$ -	\$ -	
3 ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4 CON	\$ -	\$ -	0.00%	\$ -	\$ -	
Safe Routes to School & Jobs	\$ 5,390,601.00	\$ 1,238,974.71	22.98%	\$ 4,151,626.29	\$ -	
1 Flexible	\$ 5,390,601.00	\$ 1,238,974.71	22.98%	\$ 4,151,626.29	\$ -	
Administration	\$ 116,648.00	\$ 107,191.79	91.89%	\$ 9,456.21	\$ -	
1 Salaries & Benefits	\$ 61,148.00	\$ 630,601.15	1031.27%	\$ (569,453.15)	\$ -	
2 Fin Asst/Audits	\$ 24,000.00	\$ 26,185.00	109.10%	\$ (2,185.00)	\$ -	
3 Other	\$ 16,500.00	\$ 17,405.64	105.49%	\$ (905.64)	\$ -	
General Proj Dev Costs	\$ 15,000.00	\$ -	0.00%	\$ 15,000.00		

End of Year Reports

County of Madera



MEASURE T

2019-20 Expenditure Summary

County of Madera

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commuter Corridors/Farm to Market (Regional)	\$ 8,051,920.00	\$ 58,690.06	0.73%	\$ 7,993,229.94	\$ -
Safe Routes to School & Jobs (Local)	\$ 5,595,435.00	\$ 1,098,727.84	19.64%	\$ 4,496,707.16	\$ -
Transit Enhancement (Public)	\$ 759,424.00	\$ -	0.00%	\$ 759,424.00	\$ -
Environmental Enhancement	\$ 893,120.00	\$ -	0.00%	\$ 893,120.00	\$ -

\$ 15,299,899.00 \$ 1,157,417.90 7.56%

MEASURE T

2019-20 Expenditure Detail County of Madera

	19-20 Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
Commute Corridors/Farm to Market	\$ 8,051,920.00	\$ 58,690.06	0.73%	\$ 7,993,229.94	\$ -	
<i>Regional Rehab</i>						
1 Avenue 26 rehab (FLAP Match)	\$ -	\$ 44,898.57	#DIV/0!	\$ (44,898.57)	\$ -	
2 PS&E		44,898.57	#DIV/0!	(44,898.57)	-	
3 ROW		-	0.00%	-	-	
4 CON		-	0.00%	-	-	
1 Road 200 Phase 3 Bridge	\$ -	\$ 1,638.00	#DIV/0!	\$ (1,638.00)	\$ -	
2 PS&E		-	0.00%	-	-	
3 ROW		-	0.00%	-	-	
4 Mitigation		1,638.00	#DIV/0!	(1,638.00)	-	
1 Pavement Mgt. System	\$ -	\$ -	0.00%	\$ -	\$ -	
2 PS&E		-	0.00%	-	-	
3 ROW		-	0.00%	-	-	
4 CON		-	0.00%	-	-	
1 Road 23 Bridge	\$ -	\$ 12,153.49	#DIV/0!	\$ (12,153.49)	\$ -	
2 PS&E		12,153.49	#DIV/0!	(12,153.49)	-	
3 ROW		-	0.00%	-	-	
4 CON	\$ -	-	0.00%	-	-	
Safe Routes to School & Jobs	\$ 5,595,435.00	\$ 1,098,727.84	19.64%	\$ 4,496,707.16	\$ -	
<i>Street Maintenance</i>	\$ 2,545,234.00	\$ 904,679.33	35.54%	\$ 1,640,554.67	\$ -	
2 Overlays		904,679.33	#DIV/0!	(904,679.33)	-	
3 Chip Seals		-	0.00%	-	-	
4 Other Seals	-	-	0.00%	-	-	
5 Patching (Misc)	-	-	0.00%	-	-	
<i>Supplemental Street Maint.</i>	\$ 1,635,349.00	\$ 194,048.51	11.87%	\$ 1,441,300.49	\$ -	
2 Overlays	-	176,039.54	#DIV/0!	(176,039.54)	-	
3 Chip Seals	-	-	0.00%	-	-	
4 Other Seals	-	-	0.00%	-	-	
5 Patching (Misc)	-	-	0.00%	-	-	
6 Other	-	18,008.97	#DIV/0!	(18,008.97)	-	
<i>Flexible</i>	\$ 1,185,967.00	\$ -	0.00%	\$ 1,185,967.00	\$ -	
2 Overlays	-	-	0.00%	-	-	
3 Chip Seals	-	-	0.00%	-	-	
4 Other Seals	-	-	0.00%	-	-	
5 Patching (Misc)	-	-	0.00%	-	-	
6 Other	-	-	0.00%	-	-	
1 ADA Compliance-Sidewalk Repair	\$ 228,885.00	\$ -	0.00%	\$ 228,885.00	\$ -	
Transit Enhancement	\$ 759,424.00	\$ -	0.00%	\$ 759,424.00	\$ -	
1 TEP	\$ 658,389.00	\$ -	0.00%	\$ 658,389.00	\$ -	
2 Operating - Service Expansion	-	-	0.00%	-	-	
3 Bus Shelters Capital Enhancements	-	-	0.00%	-	-	
4 CNG Fueling System	-	-	0.00%	-	-	
5 Other Public Transit-Related Projects	-	-	0.00%	-	-	
<i>ADA/Seniors/Paratransit</i>	\$ 101,035.00	\$ -	0.00%	\$ 101,035.00	\$ -	
Environmental Enhancement	\$ 893,120.00	\$ -	0.00%	\$ 893,120.00	\$ -	
1 Air Quality	-	-	0.00%	-	-	
2 Bicycle/Pedestrian Facilities	-	-	0.00%	-	-	
3 Car/Van Pools	-	-	0.00%	-	-	
4 ADA Concrete Projects	-	-	0.00%	-	-	

End of Year Reports

City of Madera



MEASURE T

2019-20 Expenditure Summary

City of Madera

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commuter Corridors/Farm to Market (Regional)	\$ 6,767,164.02	\$ 363,388.01	5.37%	\$ 6,403,776.01	\$ 2,974,014.35
Safe Routes to School & Jobs (Local)	\$ 1,441,821.00	\$ 1,142,522.13	79.24%	\$ 299,298.87	-
Transit Enhancement (Public)	\$ 302,996.00	\$ 106,847.00	35.26%	\$ 196,149.00	-
Environmental Enhancement	\$ 377,812.75	\$ 137,752.38	36.46%	\$ 240,060.37	\$ 1,805,998.42

\$ 8,889,793.77 \$ 1,750,509.52 19.69%

MEASURE T

2019-20 Expenditure Detail
City of Madera

		19-20 Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
Commute Corridors/Farm to Market		\$ 6,767,164.02	\$ 363,388.01	5.37%	\$ 6,403,776.01	\$ 2,974,014.35	
<i>Regional Rehab</i>							
1	Olive Ave Widening Gateway to Know; R-10	\$ 5,677,911.22	\$ 292,122.77	5.14%	\$ 5,385,788.45	\$ 2,406,178.66	
2	PS&E	\$ 166,199.22	112,058.97	67.42%	54,140.25	105,603.94	LTF, RSTP
3	ROW	\$ 99,343.00	-	0.00%	99,343.00	228,574.72	RSTP
4	CON	\$ 5,412,369.00	180,063.80	3.33%	5,232,305.20	2,072,000.00	RSTP, FLEX
1	Granada Dr/Howard Rd Traffic Signal; TS-17	\$ 245,000.00	\$ 12,376.48	5.05%	\$ 232,623.52	\$ 387,835.69	
2	PS&E		-	0.00%	-	11,034.83	DIF
3	ROW	\$ 55,168.61	11,521.50	20.88%	43,647.11	2,000.00	DIF
4	CON	\$ 189,831.39	854.98	0.45%	188,976.41	374,800.86	DIF
1	2018-19 Cty Streets 3R & ADA Project; R-70	\$ 376,674.44	\$ 58,473.41	15.52%	\$ 318,201.03	\$ 180,000.00	
2	PS&E	\$ 6,934.44	6,934.44	100.00%	-	-	
3	ROW		-	0.00%	-	-	
4	CON	\$ 369,740.00	51,538.97	13.94%	318,201.03	180,000.00	LPP
1	4th St. Tree Replacement: Pine St. to K St., R-25X	\$ 25,000.00	\$ -	0.00%	\$ 25,000.00	\$ -	
2	PS&E	\$ 25,000.00	-	0.00%	25,000.00	-	
3	ROW	\$ -	-	0.00%	-	-	
4	CON	\$ -	-	0.00%	-	-	
1	2020-21 City Streets 3R & ADA Project, R-71	\$ 300,000.00	\$ 415.35	0.14%	\$ 299,584.65	\$ -	
2	PS&E	\$ 40,000.00	415.35	1.04%	39,584.65	-	
3	ROW		-	0.00%	-	-	
4	CON	\$ 260,000.00	-	0.00%	260,000.00	-	
1	Lake St Widening 4th to Cleveland, R-46	\$ 142,578.36	\$ -	0.00%	\$ 142,578.36	\$ -	
2	PS&E	\$ 142,578.36	-	0.00%	142,578.36	-	
3	ROW		-	0.00%	-	-	
4	CON		-	0.00%	-	-	
1	Almond/Pine/Stadium Traffic Study, R-87	\$ 128,000.00	\$ -	0.00%	\$ 128,000.00	\$ -	
2	PS&E	\$ 128,000.00	-	0.00%	128,000.00	-	
3	ROW		-	0.00%	-	-	
4	CON		-	0.00%	-	-	
Safe Routes to School & Jobs		\$ 1,441,821.00	\$ 1,142,522.13	79.24%	\$ 299,298.87	\$ -	
<i>Street Maintenance</i>							
1	Street Maintenance	\$ 899,421.00	\$ 760,973.13	84.61%	\$ 138,447.87	\$ -	
2	Overlays	-	-	0.00%	-	-	
3	Chip Seals	-	-	0.00%	-	-	
4	Other Seals	899,421.00	760,973.13	84.61%	138,447.87	-	
5	Patching (Misc)	-	-	0.00%	-	-	
<i>Supplemental Street Maint.</i>							
1	Supplemental Street Maint.	\$ 361,053.00	\$ 361,053.00	100.00%	\$ -	\$ -	
2	Overlays	-	-	0.00%	-	-	
3	Chip Seals	-	-	0.00%	-	-	
4	Other Seals	361,053.00	361,053.00	100.00%	-	-	
5	Patching (Misc)	-	-	0.00%	-	-	
6	Other	-	-	0.00%	-	-	
<i>Flexible</i>							
1	Flexible	\$ 62,000.00	\$ 672.00	1.08%	\$ 61,328.00	\$ -	
2	Overlays	-	-	0.00%	-	-	
3	Chip Seals	-	-	0.00%	-	-	
4	Other Seals	-	-	0.00%	-	-	
5	Patching (Misc)	-	-	0.00%	-	-	
6	Other	62,000.00	672.00	1.08%	61,328.00	-	
1	ADA Compliance-Sidewalk Repair	\$ 119,347.00	\$ 19,824.00	16.61%	\$ 99,523.00	\$ -	
Transit Enhancement		\$ 302,996.00	\$ 106,847.00	35.26%	\$ 196,149.00	\$ -	
<i>TEP</i>							
1	TEP	\$ 302,996.00	\$ 106,847.00	35.26%	\$ 196,149.00	\$ -	
2	Operating - Service Expansion	-	-	0.00%	-	-	
3	Bus Shelters Capital Enhancements	302,996.00	106,847.00	35.26%	196,149.00	-	
4	CNG Fueling System	-	-	0.00%	-	-	
5	Other Public Transit-Related Projects	-	-	0.00%	-	-	
<i>ADA/Seniors/Paratransit</i>							
1	ADA/Seniors/Paratransit	\$ -	\$ -	0.00%	\$ -	\$ -	
Environmental Enhancement		\$ 377,812.75	\$ 137,752.38	36.46%	\$ 240,060.37	\$ 1,805,998.42	
<i>Air Quality</i>							
1	Air Quality	77,812.75	74,782.78	96.11%	3,029.97	716,432.56	CMAQ, LTF
2	Bicycle/Pedestrian Facilities	300,000.00	62,969.60	20.99%	237,030.40	1,089,565.86	LTF, CMAQ, ATP, SJVACPD
3	Car/Van Pools	-	-	0.00%	-	-	
4	ADA Concrete Projects	-	-	0.00%	-	-	

MEASURE T

2019-20 Program Notes

City of Madera

2019-20 Program Notes			
City of Madera			
Commute Corridors/Farm to Market			
	<i>Regional Rehab</i>		
1			
2	<i>PS&E</i>		
3	<i>ROW</i>		
4	<i>CON</i>		
1			
2	<i>PS&E</i>		
3	<i>ROW</i>		
4	<i>CON</i>		
1			
2	<i>PS&E</i>		
3	<i>ROW</i>		
4	<i>CON</i>		
1			
2	<i>PS&E</i>		
3	<i>ROW</i>		
4	<i>CON</i>		
Safe Routes to School & Jobs			
1	<i>Street Maintenance</i>		
2	<i>Overlays</i>		
3	<i>Chip Seals</i>		
4	<i>Other Seals</i>		R-000076 Seal & Overlay Project, Transfers to Streets Department
5	<i>Patching</i>		
1	<i>Supplemental Street Maint.</i>		
2	<i>Overlays</i>		
3	<i>Chip Seals</i>		
4	<i>Other Seals</i>		Transfers to Streets Department
5	<i>Patching</i>		
6	<i>Other</i>		
1	<i>Flexible</i>		
2	<i>Overlays</i>		
3	<i>Chip Seals</i>		
4	<i>Other Seals</i>		
5	<i>Patching</i>		
6	<i>Other</i>		R-000010 Olive Avenue Widening Project
1	<i>ADA Compliance</i>		R-000073 Washington School Sidewalk Project
Transit Enhancement			
1	<i>TEP</i>		
2	<i>Operating - Service Expansion</i>		
3	<i>Capital - Buses</i>		New Transit Facility
4	<i>Facilities</i>		
5	<i>Other Public Transit-Related Projects</i>		
1	<i>ADA/Seniors/Paratransit</i>		
Environmental Enhancement			
1	<i>Air Quality</i>		Alley Paving Project
2	<i>Bicycle/Pedestrian Facilities</i>		Fresno River Trail Undercrossing Project
3	<i>Car/Van Pools</i>		
4	<i>Other Air Quality Projects</i>		

End of Year Reports

City of Chowchilla



MEASURE T

2019-20 Expenditure Summary

City of Chowchilla

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commuter Corridors/Farm to Market (Regional)	\$ 222,929.00	\$ 199,575.50	89.52%	\$ 23,353.50	\$ -
Safe Routes to School & Jobs (Local)	\$ 347,259.00	\$ 306,259.00	88.19%	\$ 41,000.00	\$ -
Transit Enhancement (Public)	\$ 18,000.00	\$ -	0.00%	\$ 18,000.00	\$ -
Environmental Enhancement	\$ -	\$ -	0.00%	\$ -	\$ -

\$ 588,188.00	\$ 505,834.50	86.00%
---------------	---------------	---------------

MEASURE T

2019-20 Expenditure Detail City of Chowchilla

		19-20 Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
Commute Corridors/Farm to Market		\$ 222,929.00	\$ 199,575.50	89.52%	\$ 23,353.50	\$ -	
<i>Regional Rehab</i>							
1	Avenue 24 1/2 Shoulder Paving	\$ 25,000.00	\$ 1,646.50	6.59%	\$ 23,353.50	\$ -	
2	PS&E		-	0.00%	-	-	
3	ROW		-	0.00%	-	-	
4	CON		-	0.00%	-	-	
1	Wilson Improvements	\$ 197,929.00	\$ 197,929.00	100.00%	\$ -	\$ -	
2	PS&E		-	0.00%	-	-	
3	ROW		-	0.00%	-	-	
4	CON		-	0.00%	-	-	
1		\$ -	\$ -	0.00%	\$ -	\$ -	
2	PS&E		-	0.00%	-	-	
3	ROW		-	0.00%	-	-	
4	CON		-	0.00%	-	-	
1		\$ -	\$ -	0.00%	\$ -	\$ -	
2	PS&E		-	0.00%	-	-	
3	ROW		-	0.00%	-	-	
4	CON		-	0.00%	-	-	
Safe Routes to School & Jobs		\$ 329,259.00	\$ 306,259.00	93.01%	\$ 23,000.00	\$ -	
1	<i>Street Maintenance</i>	\$ 123,000.00	\$ 123,000.00	100.00%	\$ -	\$ -	
2	Overlays	-	-	0.00%	-	-	
3	Chip Seals	-	-	0.00%	-	-	
4	Other Seals	-	-	0.00%	-	-	
5	Patching (Misc)	-	-	0.00%	-	-	
1	<i>Supplemental Street Maint.</i>	\$ 80,000.00	\$ 80,000.00	100.00%	\$ -	\$ -	
2	Overlays	-	-	0.00%	-	-	
3	Chip Seals	-	-	0.00%	-	-	
4	Other Seals	-	-	0.00%	-	-	
5	Patching (Misc)	-	-	0.00%	-	-	
6	Other	-	-	0.00%	-	-	
1	<i>Flexible</i>	\$ 103,259.00	\$ 103,259.00	100.00%	\$ -	\$ -	
2	Overlays	-	-	0.00%	-	-	
3	Chip Seals	-	-	0.00%	-	-	
4	Other Seals	-	-	0.00%	-	-	
5	Patching (Misc)	-	-	0.00%	-	-	
6	Other	-	-	0.00%	-	-	
1	<i>ADA Compliance-Sidewalk Repair</i>	\$ 23,000.00	\$ -	0.00%	\$ 23,000.00	\$ -	
Transit Enhancement		\$ 18,000.00	\$ -	0.00%	\$ 18,000.00	\$ -	
1	<i>TEP</i>	\$ -	\$ -	0.00%	\$ -	\$ -	
2	Operating - Service Expansion	-	-	0.00%	-	-	
3	Bus Shelters Capital Enhancements	-	-	0.00%	-	-	
4	CNG Fueling System	-	-	0.00%	-	-	
5	Other Public Transit-Related Projects	-	-	0.00%	-	-	
	<i>ADA/Seniors/Paratransit</i>	\$ 18,000.00	\$ -	0.00%	\$ 18,000.00	\$ -	
Environmental Enhancement		\$ -	\$ -	0.00%	\$ -	\$ -	
1	<i>Air Quality</i>	-	-	0.00%	-	-	
2	Bicycle/Pedestrian Facilities	-	-	0.00%	-	-	
3	Car/Van Pools	-	-	0.00%	-	-	
4	ADA Concrete Projects	-	-	0.00%	-	-	

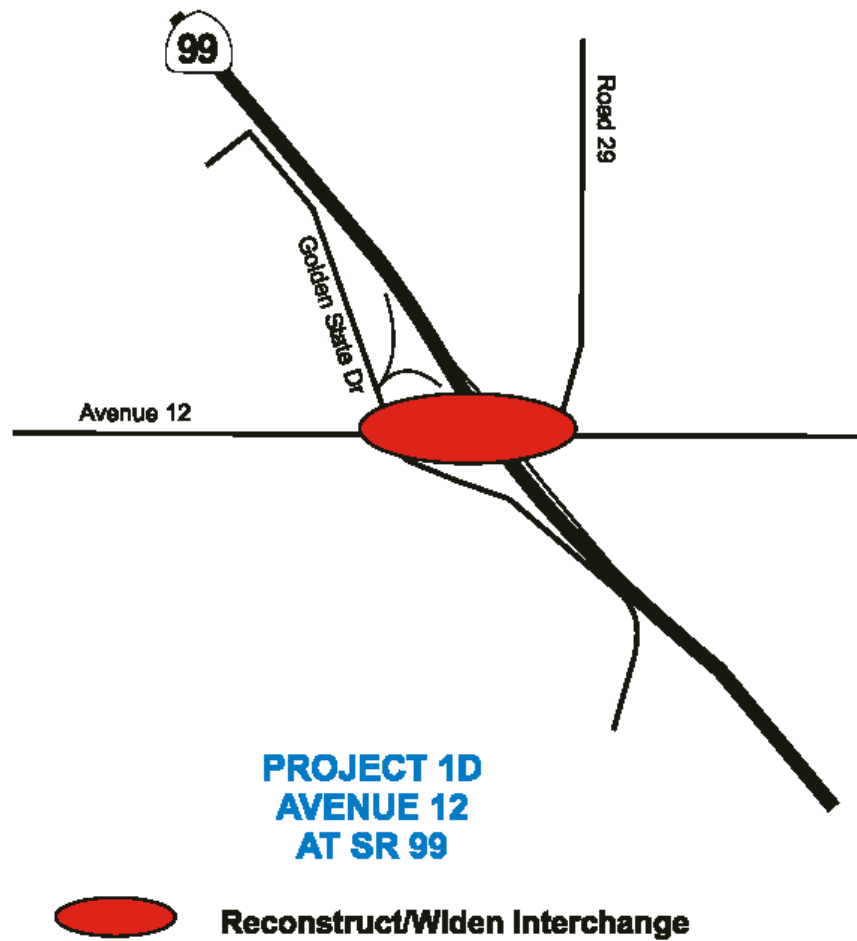
Other Reports

Measure T Fiscal Year Receipts from BOE

Year	Month	Monthly Advance	Adjust to Actual	Quarterly Interest	Monthly Totals	Misc Revenues	Annual Proceeds	Misc Expenditures	Net Proceeds	BOE Admin Fee
2019	Jul	739,200	239,601.20		978,801.20					
	Aug	-	918,842.07		918,842.07					
	Sep	709,800	175,195.33	12,797.24	897,792.57					29,140
	Oct	709,800	335,103.74		1,044,903.74					
	Nov	-	967,098.13		967,098.13					
2020	Dec	649,700	112,002.78	11,411.86	773,114.64					29,140
	Jan	649,700	168,959.92		818,659.92					
	Feb	-	1,174,683.01		1,174,683.01					
	Mar	623,500	147,535.48	13,515.57	784,551.05					29,140
	Apr	498,800	181,165.52		679,965.52					
	May	-	780,243.94		780,243.94					
	Jun	495,900	257,929.89	7,570.53	761,400.42					22,830
		5,076,400.00	5,458,361.01	45,295.20	10,580,056.21	-	10,580,056.21	-	10,580,056.21	110,250

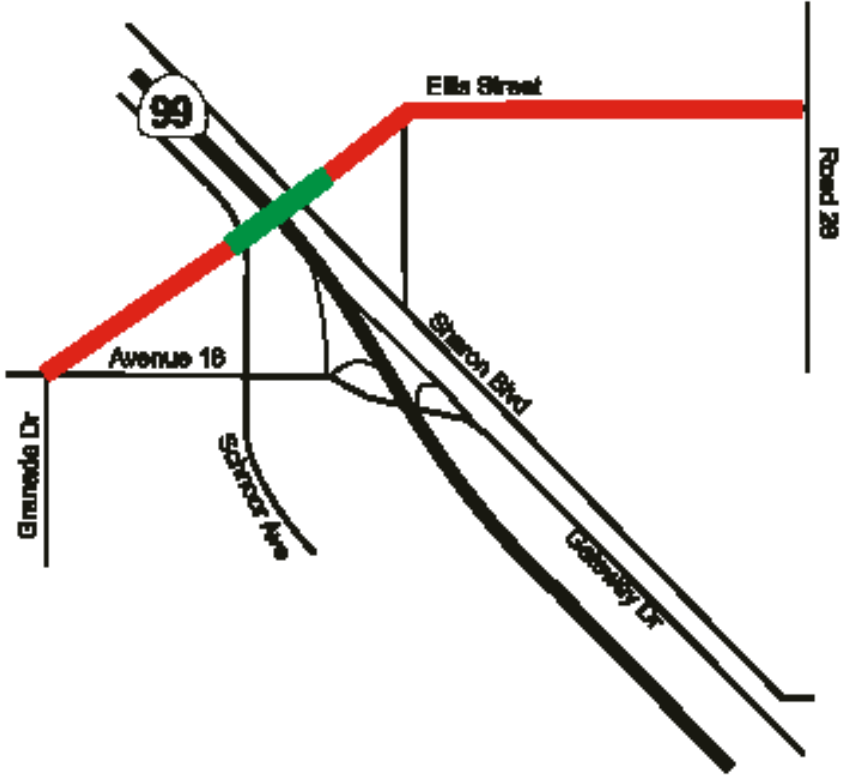
Appendix

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



Map of Avenue 12 Interchange Project

Measure T Regional Streets & Highways Subprogram Tier 1 Projects

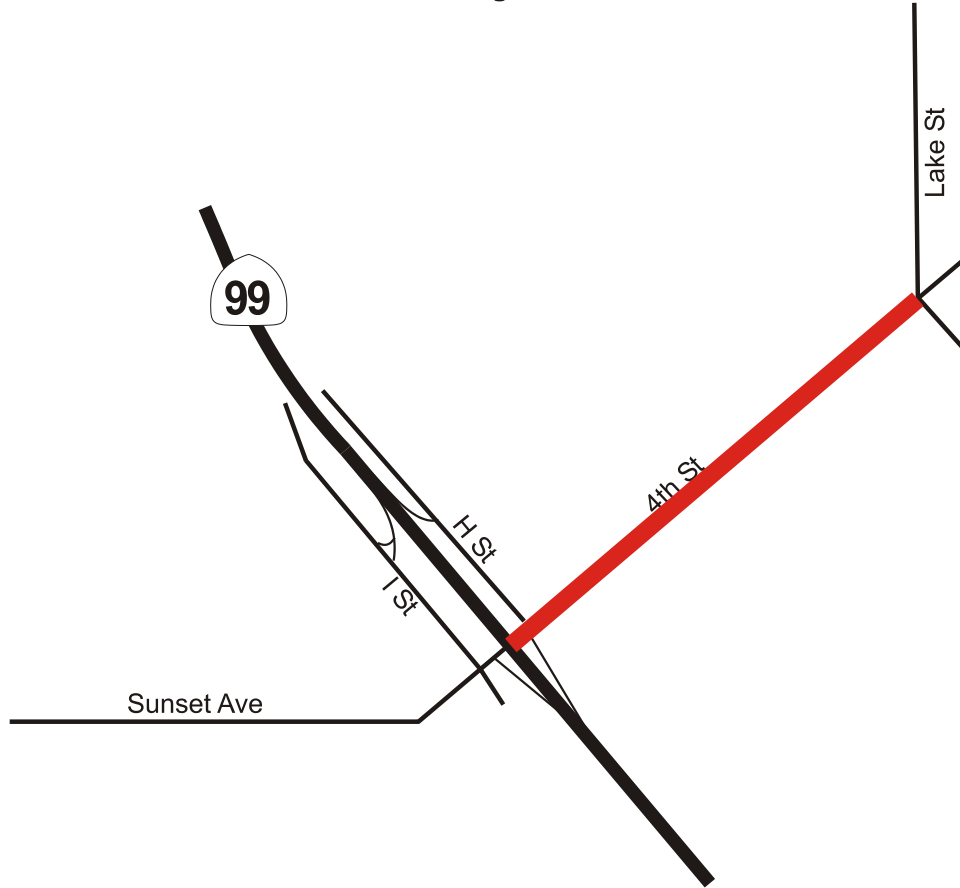


**PROJECT 1G
ELLIS ST/AVENUE 16
BETWEEN GRANADA AND ROAD 26
WITH NEW SR 99 OVERCROSSING**

- Red line: Reconstruct/Extend Street**
- Green line: Construct Overcrossing**

Map of Ellis Street Overcrossing Project

Measure T Regional Streets & Highways Subprogram Tier 1 Projects

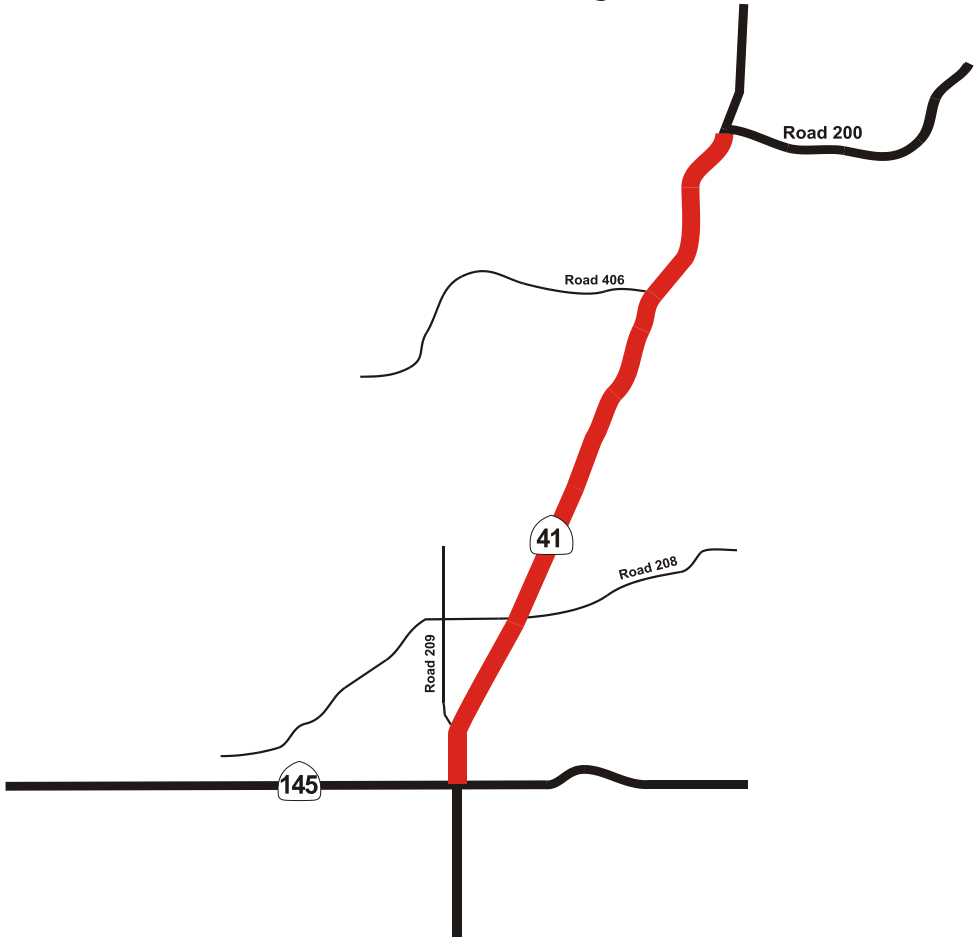


PROJECT 1N 4TH AVENUE BETWEEN SR 99 AND LAKE ST

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

Map of 4th Street Widening

Measure T Regional Streets & Highways Subprogram Tier 1 Projects

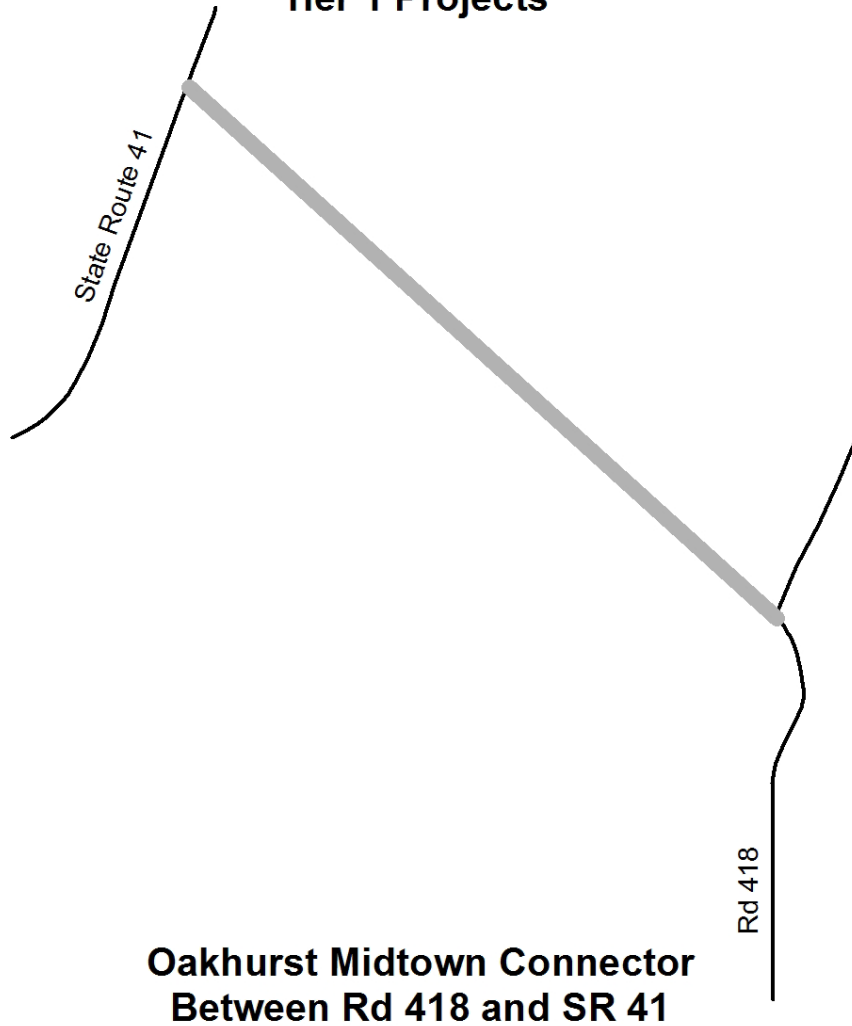


PROJECT 1A SR 41 BETWEEN SR 145 AND ROAD 200

■ Construct Passing Lanes

Map of SR 41 Passing Lanes

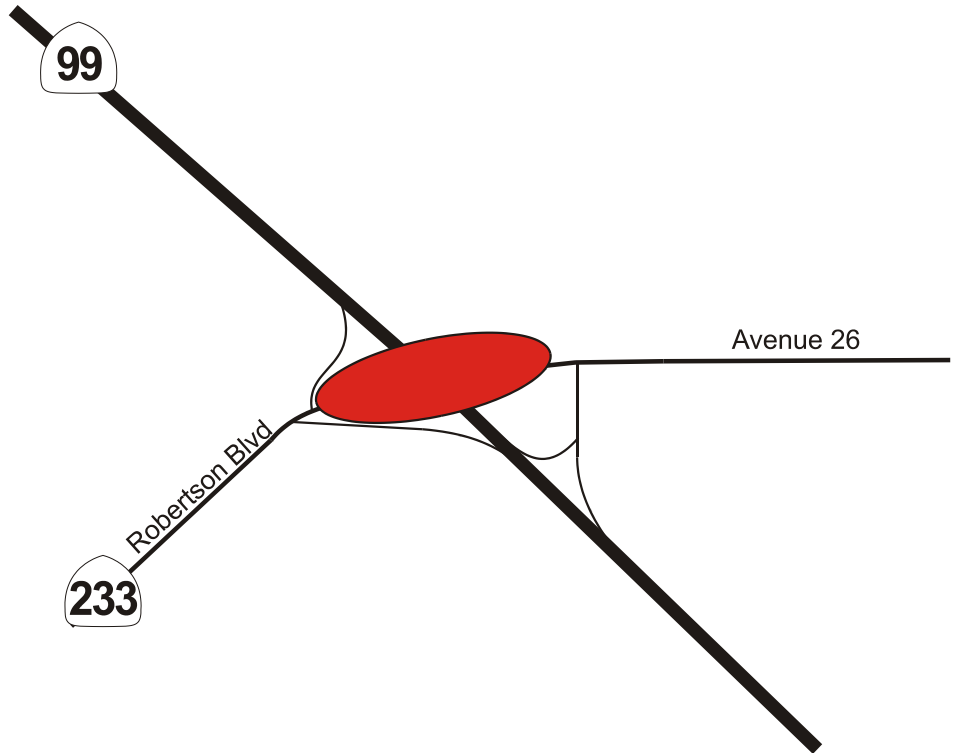
**Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects**



New two-lane road and bridge crossing the Fresno river, traffic signals at intersections of SR 41 and at Rd 427 and Rd 218

Map of Oakhurst Mid-Town Connector

Measure T Regional Streets & Highways Subprogram Tier 1 Projects



PROJECT 1F
SR 233
AT SR 99

 **Reconstruct/Widen Interchange**

Map of SR 233 Interchange

Madera 2020 STIP Program

Madera

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

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

