



Meeting of the Madera County Transportation Commission Policy Board

LOCATION

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

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

DATE

November 23, 2022

TIME

3:00 PM

Policy Board Members

Commissioner Tom Wheeler, Chair
Commissioner Diana Palmer, Vice Chair
Commissioner Cecelia Gallegos
Commissioner Jose Rodriguez
Commissioner Brett Frazier
Commissioner Robert Poythress
Caltrans District 6

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

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

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

SPECIAL NOTICE

Important Notice Regarding COVID 19

The meeting of November 23, 2022 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 13, as adopted by the Madera County Transportation Commission Policy Board on October 19, 2022. The meeting will be conducted through a hybrid combination of in-person and/or all virtual attendance of the six members of the Policy Board via teleconference using the Zoom platform. Public is highly encouraged using the virtual platform via a computer, tablet, or smartphone.

Please click the link below to join the webinar:

<https://us06web.zoom.us/j/88177991457?pwd=elkxanZDZXVRQzFwSU9RVVWRpbFIQT09>

Passcode: 597147

You can also dial in using your phone

1 408 638 0968 or 1 669 444 9171

Webinar ID: 881 7799 1457 Passcode: 597147

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

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

AGENDA

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

INTERPRETING SERVICES

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

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

MEETING CONDUCT

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

RECORD OF THE MEETING

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

Agenda

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

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

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. **TRANSPORTATION CONSENT ITEMS**

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

4-A. 2023 Meeting Schedule

Enclosure: Yes

Action: Information and Discussion Only

4-B. Environmental Protection Agency (EPA) 2022 Targeted Airshed Grant Program

Enclosure: No

Action: Information and Discussion Only

4-C. 2022 Transit and Intercity Rail Capital Program (TIRCP) Final Program Guidelines for General Fund Augmentation and Call for Projects

Enclosure: No

Action: Information and Discussion Only

[4-D.](#) Infrastructure Investment and Jobs Act (IIJA), Carbon Reduction Program (CRP) Update

Enclosure: No

Action: Information and Discussion Only

[4-E.](#) 2023 Active Transportation Program (ATP), California Transportation Commission (CTC) Staff Recommendations

Enclosure: No

Action: Information and Discussion Only

[4-F.](#) Draft Interim Caltrans System Investment Strategy (CSIS) Comment Letter

Enclosure: Yes

Action: Information and Discussion Only

[4-G.](#) San Joaquin Valley Air Pollution Control District withdraws the 2018 PM2.5 Plan for the 2012 PM2.5 Standard

Enclosure: Yes

Action: Information and Discussion Only

[4-H.](#) State Legislative Update – Election Results

Enclosure: Yes

Action: Information and Discussion Only

[4-I.](#) Assembly Bill 2449 Brown Act Updates

Enclosure: No

Action: Information and Discussion Only

[4-J.](#) Update on the Regional Climate Collaboratives Program Round 1

Enclosure: No

Action: Information and Discussion Only

[4-K.](#) Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 14

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 14

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

[5-A.](#) MCTC Policy Board Support of the California Inland Port Project and a Grant Application for Port and Freight Infrastructure Program Funding

Enclosure: Yes

Action: Adopt Resolution 22-18 expressing the MCTC Policy Board's support for the California Inland Port Project and a grant application for Port and Freight Infrastructure Program funding

[5-B.](#) Madera County Transportation Commission (MCTC) Regional Early Action Planning (REAP) 2.0 Housing Planning Grants Program

Enclosure: Yes

Action: Approve submittal of the MCTC REAP 2.0 Housing Planning Grants Final Application and Delegate authority to Executive Director to submit a Final Application for the REAP 2.0 Program by adoption of Resolution 22-19

[5-C.](#) FY 2023-2024 California State Grant Opportunities

Enclosure: No

Action: Information and Discussion Only

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

7. ADMINISTRATIVE CONSENT ITEMS

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

[7-A.](#) Executive Minutes – October 19, 2022

Enclosure: Yes

Action: Approve October 19, 2022, meeting minutes

[7-B.](#) Transportation Development Act (LTF,STA) – Allocation, Resolution 22-09 Amendment No. 1, Resolution 22-10 Amendment No. 1

Enclosure: Yes

Action: Approve Resolution 22-09 Amendment No. 1, Resolution 22-10 Amendment No. 1

[7-C.](#) Reasonable Accommodations Policy for Madera County Transportation Commission Meetings Subject to the Brown Act

Enclosure: Yes

Action: Approve the Reasonable Accommodations Policy for Madera County Transportation Commission Meetings Subject to the Brown Act

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

[8-A.](#) FY 2022-23 Overall Work Program & Budget (OWP) – Amendment No. 3

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 3

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

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

[9-A.](#) 2023 Meeting Schedule

Enclosure: Yes

Action: Information and Discussion Only

[9-B.](#) Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 14

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 14

10. AUTHORITY – ACTION/DISCUSSION ITEMS

[10-A.](#) Public Hearing: Measure T FY 2022-23 Annual Work Program

Enclosure: Yes

Action: Approve the 2022-23 Measure “T” Annual Work Program and the disbursement of interest earned through June 30, 2022

[10-B.](#) Measure T Election Results – November 8, 2022

Enclosure: No

Action: Information and Discussion Only

OTHER ITEMS

11. MISCELLANEOUS

11-A. Items from Staff

11-B. Items from Caltrans

11-C. Items from Commissioners

12. CLOSED SESSION

NONE

13. ADJOURNMENT

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



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 4-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

2023 Meeting Schedule

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Included in your packet is the schedule for the 2023 Technical Advisory Committee Meetings and the Madera County Transportation Commission Policy Board Meetings.

FISCAL IMPACT:

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



2023 MEETING SCHEDULE FOR TECHNICAL ADVISORY COMMITTEE

*Meetings will be held in the Madera County Transportation Commission's
Conference Room
Commencing at 1:30 p.m.*

January09	July 10
February13	August14
March13	September11
April10	October.....10*
May.....08	November..... 13
June12	December11*

August and December are normally scheduled recesses. If there is a need for a meeting, the date shown for that month will be used.

**Tuesday*

**Date may change*



2023
MEETING SCHEDULE FOR
MADERA COUNTY TRANSPORTATION COMMISSION
AND POLICY COMMITTEE

*Meetings will be held in the Madera County Transportation Commission's
 Conference Room*

Commencing at 3:00 p.m.

January18	July 19
February22	August23
March22	September20
April19	October..... 25*
May.....17	November.....22*
June21	December 20*

August and December are normally scheduled recesses. If there is a need for a meeting, the date shown for that month will be used.

**4th Wednesday*

**Dates may change*



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 4-B

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Environmental Protection Agency (EPA) 2022 Targeted Airshed Grant Program

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

EPA's Office of Air Quality Planning and Standards is announcing the availability of funds and soliciting applications for projects that reduce air pollution in the nation's nonattainment areas with the highest levels of ozone and PM_{2.5} ambient air concentrations. This program provides funding to assist eligible state, local, and tribal air pollution control agencies to conduct emission reduction activities to reduce air pollution in nonattainment areas that EPA determines are the top five most polluted areas relative to the ozone (O₃), annual average fine particulate matter (PM_{2.5}), or 24-hour PM_{2.5} National Ambient Air Quality Standards (NAAQS).

The total estimated funding for this competitive opportunity is approximately \$61,927,000. EPA anticipates awarding a total of approximately 8–13 assistance agreements from this announcement, subject to availability of funds, the quality of applications received, and other applicable considerations.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 4-C

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

2022 Transit and Intercity Rail Capital Program (TIRCP) Final Program Guidelines for General Fund Augmentation and Call for Projects

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The California State Transportation Agency (CalSTA) has released the Final Program Guidelines for the Transit and Intercity Rail Capital Program (TIRCP) Cycle 6 and Call for Projects. The Final Program Guidelines and Call for Projects are available on the [CalSTA website](#).

Applications for the TIRCP Cycle 6 are due on February 10, 2023.

AB 180 amended the Budget Act of 2021 (Chapters 21, 69 and 240 of the Statutes of 2021) to appropriate \$3.63 billion of General Fund to TIRCP and \$350 million of General Fund for High Priority Grade Crossing Improvement and Separation projects. This funding will be included in TIRCP Cycle 6.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 4-D

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

Infrastructure Investment and Jobs Act (IIJA), Carbon Reduction Program (CRP) Update

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The Carbon Reduction Program (CRP), established by the Infrastructure Investment and Jobs Act (IIJA), provides Federal funding for the design and construction of projects that decrease transportation emissions, which is defined as the carbon dioxide (CO₂) emissions that result from on-road highway sources. The State has the option to develop criteria that is more stringent than federal requirements.

Funding for MCTC is currently not available since the population of the Urbanized Area is below 200,000.

Schedule

- Urbanized Areas over 200,000 in population – Funding is available for obligation.
- Urbanized Areas with population between 200,000 to 50,000 – Funding is NOT currently available for obligation.
- Urbanized Areas with population between 49,999 to 5,000 – Funding is NOT currently available for obligation.
- Urbanized Areas with population less than 5,000 – Funding is NOT currently available for obligation.

Funding amounts for areas under 200,000 will be based on 2020 US Census Urban Area Maps that are expected to be ready at the end of this year or spring 2023. The funding will be distributed in the three groups under 200,000 (identified above). The estimated amount available statewide for FFY 2022 in areas below 200,000 and over 5,000 is \$9,647,395.

Application Process

- Applicants must consult/coordinate with the Metropolitan Planning Organization (MPO) before finalizing project scope (required for obligation)
- Applicant completes the application

- Applicant secures MPO signature
- MPO completes “MPO or RTPA Use Only” section
- Applicant sends application to Caltrans District Local Assistance (DLA)
- DLA assures that application is complete
- DLA completes “District Local Assistance Office (District) Use Only” section
- DLA Program Coordinator reviews for eligibility and completes Head Quarters (HQ) application section
- HQ returns approved application to applicant via DLA

Obligation of Funds

- Must follow the Federal Aid Process
- Projects must be programmed in the Federal Transportation Improvement Program (FTIP)
- CRP funds cannot supplant currently programmed funds (State or Federal)
- Reimbursement ration is 80%
- HQ Eligibility approval is required as part of the Request for Authorization (RFA) package
- RFA submittals missing HQ Eligibility Approval will be returned unprocessed
- Obligation deadline for FY 2022 funds (Cycle I) is 9/30/2025
- Estimated obligation deadline for FY 2023 funds (Cycle II) is 9/30/2026
- Projects are subject to August redistribution of Obligation Authority (OA)
- They then discussed the application. It is 3 pages, with the fourth page being a reference sheet

Eligible Projects (subject to change)

- CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to– [except as noted, § 11403; 23 U.S.C. 175(c)(1)];
- Project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- A public transportation project eligible under 23 U.S.C. 142;
- A transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- A project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
- A project to replace street lighting and traffic control devices with energy-efficient alternatives;

- Development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);
- A project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- Efforts to reduce the environmental and community impacts of freight movement;
- A project that supports deployment of alternative fuel vehicles, including—
- Acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
- Purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- A project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- Certain types of projects to improve traffic flow that are eligible under the Congestion Mitigation and Air Quality (CMAQ) program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)];
- A project that reduces transportation emissions at port facilities, including through the advancement of port electrification; or
- Any other State Transportation Block Grant (STBG)-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: Federal Highways Administration (FHWA) will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)].

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 4-E

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

2023 Active Transportation Program (ATP), California Transportation Commission (CTC) Staff Recommendations

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The California Transportation Commission (CTC) released staff recommendations for the Statewide and Small Urban and Rural components of the 2023 Active Transportation Program (ATP). The recommendations are available on the [Active Transportation Program website](#).

The CTC received 434 project applications, totaling \$3.1 billion in ATP funding requests, valued at approximately \$4.3 billion. A multidisciplinary team of 98 active transportation stakeholders evaluated the project applications based on the screening and evaluation criteria established in the Commission's adopted guidelines.

The *La Vina Mobility and Community Safety Enhancements* project for \$2,837,000 is on the list for recommended funding (100%) under the Small Urban and Rural component.

The CTC will consider the Statewide and Small Urban and Rural staff recommendations for approval at its December 7-8, 2022, meeting in Riverside, California.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 4-F

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

Draft Interim Caltrans System Investment Strategy (CSIS) Comment Letter

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The California Department of Transportation (Caltrans) has prepared a Draft Interim Caltrans System Investment Strategy (CSIS) for review and feedback. The CSIS is a strategic action item in the Climate Action Plan for Transportation Infrastructure (CAPTI). Strategy (S) 4.1 of CAPTI directs Caltrans to develop and implement a new, data- and performance-driven approach to align Caltrans project nominations with the CAPTI Investment Framework.

The Draft Interim CSIS is a qualitative approach to satisfy S4.1. Caltrans is working to develop a data- and performance-driven CSIS, which will kick off in mid-2023. The Final CSIS will be developed with stakeholder and public engagement to ensure the data- and performance-driven method within the Final CSIS is equitably established to satisfy the diversity in the state of California.

The Draft CSIS was prepared without stakeholder input, and MCTC has requested that Caltrans work closely with stakeholders to revise the document. The rural rubric definitions for the Trade Corridor Enhancement Program (TCEP), Solutions for Congested Corridors Program (SCCP), and the State-Sponsored Project Initiation Document (PID) do not necessarily reflect rural conditions. The TCEP and SCCP should have separate criteria to better reflect the intent and purpose of each program.

FISCAL IMPACT:

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



2001 Howard Road, Suite 201
Madera, California 93637

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

November 14, 2022

Marlon Flournoy, PMP
Division Chief, Division of Transportation Planning
Acting Division Chief, Division of Aeronautics
California Department of Transportation,
1120 N Street | Sacramento, CA 95814

RE: Draft Interim Caltrans System Investment Strategy (CSIS)

Dear Mr. Flournoy:

The Madera County Transportation Commission (MCTC) is providing comments on the Draft Interim Caltrans System Investment Strategy (CSIS). MCTC acknowledges and appreciates your efforts to create the Draft Interim CSIS.

MCTC is requesting that Caltrans work closely with stakeholders to revise the document. The Draft Interim CSIS was developed by Caltrans without stakeholder input, such as Metropolitan Planning Organizations (MPOs).

The rural rubric definitions for the Trade Corridor Enhancement Program (TCEP), Solutions for Congested Corridors Program (SCCP), and the State-Sponsored Project Initiation Document (PID) do not necessarily reflect rural conditions. The TCEP and SCCP should have separate criteria to better reflect the intent and purpose of each program.

We appreciate your consideration of our comments. If you have any questions, please contact me at (559) 675-0721 or patricia@maderactc.org.

Sincerely,

Patricia Taylor, Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 4-G

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

San Joaquin Valley Air Pollution Control District withdraws the 2018 PM2.5 Plan for the 2012 PM2.5 Standard

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

On October 5, 2022, the Environmental Protection Agency (EPA) Region 9 office indicated that they would be proposing disapproval of the 2018 PM2.5 Plan for the 2012 PM2.5 Standard. This proposed disapproval would lead to a corresponding disapproval of transportation conformity emissions budgets. Such an action would result in a conformity “freeze” for the Regional Transportation Planning Agencies of the San Joaquin Valley, which would inhibit their ability to add or modify projects that are non-exempt from conformity demonstrations. Further, depending on the timing of eventual approvals or disapprovals of a revised 2018 PM2.5 Plan, the Valley could end up subject to a “conformity lapse,” which could result in sanctions and an eventual loss of significant funding to the region.

The San Joaquin Valley Air Pollution Control District has withdrawn the 2018 PM2.5 Plan for the 2012 PM2.5 Standard. This would allow the San Joaquin Valley to avoid triggering a conformity “freeze” or funding sanction clocks and allow adequate time to revise the Plan for consideration by EPA at a later time. MCTC and the San Joaquin Valley Regional Planning Agencies are committed to working with all relevant agencies to deliver a 2018 PM2.5 Plan that meets the expectations of stakeholders and the public.

FISCAL IMPACT:

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



October 25, 2022

Mr. Samir Sheikh
Executive Director
San Joaquin Valley Air Pollution Control District
1990 E. Gettysburg Avenue
Fresno, CA 93726

RE: 2018 PM2.5 Plan Withdrawal

Dear Mr. Sheikh:

The San Joaquin Valley Regional Planning Agencies are aware that on October 5, 2022, EPA Region 9 indicated that they would be proposing disapproval of the 2018 PM2.5 Plan, for the 2012 PM2.5 Standard. As part of this proposed disapproval, we anticipate a corresponding disapproval of transportation conformity emissions budgets. Such an action would result in a conformity “freeze” for the Regional Transportation Planning Agencies of the San Joaquin Valley, which would inhibit our ability to add or modify projects that are non-exempt from conformity demonstrations. Further, depending on the timing of eventual approvals or disapprovals of a revised 2018 PM2.5 Plan, the Valley could end up subject to a “conformity lapse,” which could result in sanctions and an eventual loss of significant funding to the region.

The San Joaquin Valley Regional Planning Agencies are committed to working with all relevant agencies to deliver a 2018 PM2.5 Plan that meets the expectations of stakeholders and the public. At the same time, we would like to navigate the disapproval/approval process in such a way that it minimizes the impact to our planning and project delivery process. As such, the San Joaquin Valley Regional Planning Agencies support withdrawing the Plan and avoiding final disapproval action by EPA. We expect that this would allow us to avoid triggering a conformity “freeze” or sanction clocks, and allow adequate time to revise the Plan for consideration by EPA at a later time.

We thank you for your time and consideration.

Sincerely,

Diane Nguyen
Executive Director for the San Joaquin Council of Governments
Chair of the San Joaquin Valley Regional Planning Agencies' Directors' Committee

San Joaquin
Council of
Governments
Diane Nguyen - Chair

Tulare County
Association of
Governments
Ted Smalley - Vice Chair

Kern
Council of
Governments
Ahron Hakimi

Madera County
Transportation
Commission
Patricia Taylor

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<http://sjvcogs.org>

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Stacie Guzman

Kings County
Association of
Governments
Terri King

Fresno
Council of
Governments
Tony Boren

555 E Weber Avenue
Stockton, CA 95202



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 4-H

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

State Legislative Update – Election Results

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

As of the writing of this staff report, November 11, 2022, the final election results have yet to be tabulated.

Included in your package is a staff report from Gus Khouri, Khouri Consulting. Mr. Khouri provides State Legislative Updates in the following attached reports:

1. State Legislative Update – Election Summary MCTC: this report discusses the election results for the Madera region.
2. State Legislative Update – Election Summary SJVRPC: this report discusses the election results for the 8 San Joaquin Valley counties.

FISCAL IMPACT:

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



November 11, 2022

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

RE: STATE LEGISLATIVE UPDATE – ELECTION SUMMARY

GENERAL UPDATE

Election Day was held on November 8. While many races have yet to be called due to the volume of outstanding ballots to count in California, Democrats will continue to keep supermajorities in both houses of the State Legislature (at least 75%). Still, millions of outstanding ballots may determine the balance of power in the US House of Representatives and Senate. Democrats won all statewide offices, including Governor Newsom (57.6%), Attorney General Rob Bonta (57.3%), Treasurer Fiona Ma (57.2%), and US Senator, with Alex Padilla becoming the first Latino elected to the US Senate from California (59.1%). The following is a summary of additional results of interest to MCTC, including the impact on congressional races and each house of the legislature. The commencement of the 2023-24 Regular Session and swearing-in ceremony for members is scheduled for December 5.

Congress

Nationally, Republicans have a 211-204 lead as they vie to reach the magic number of 218 to control the House. The outcome of 20 races is yet to be determined. In the Senate, Democrats have a 50-49 edge as votes are still being tabulated in Georgia. Incumbent Raphael Warnock (D-Georgia) is headed to a run-off on December 6 after failing to garner 50%. Democrats will retain control of a dead-locked Senate through Vice President Kamala Harris serving as a tiebreaker. Incumbent Congressman Tom McClintock won his re-election bid for the newly drawn District 5, which serves the whole Counties of Amador, Calaveras, Mariposa, Tuolumne, and portions of El Dorado, Fresno, Madera, and Stanislaus. Congressional District 13, which includes all of Merced, and parts of Fresno, Madera, San Joaquin, and Stanislaus, is a hotly contested race between former Assemblymember Adam Gray and farmer John Duarte. Only 84 votes separate the candidates. It may take a week to determine a winner.

US House of Representatives

District 5

Tom McClintock (R)	133,326	61.0%
Michael J. "Mike" Barkley (D)	43,981	39.0%

District 13

John Duarte (R)	39,697.	50.1%
Adam Gray (D)	39,613	49.9%

State Assembly

Democrats could lose one seat from their current 60-member majority or could grow their caucus to as many as 64, as there are five races to be determined, including incumbents Ken Cooley (D-Sacramento), Sharon Quirk-Silva (D-Orange County) and Brian Maienshein (D- San Diego). Republican Suzette Valladares is also in a tight race for re-election with Democratic candidate Pilar Schiavo for a district representing Santa Clarita in Los Angeles County. There are still millions of ballots to count, so results may be delayed by a few weeks. On November 10, the Assembly Democratic Caucus designated Assemblymember Robert Rivas to become the next Speaker, succeeding current Speaker Anthony Rendon on June 30, 2023. Madera will have new representation in the Assembly with the departure of former Assemblymembers Frank Bigelow and Adam Gray (running for Congressional District 13). Current Fresno Assemblymember won his re-election bid to represent District 8, which includes portions of Madera and the whole Counties of Inyo, Tuolumne, Mariposa, and Mono, and parts of Fresno and Calaveras Counties. Assembly District 27 is too close to call between Fresno Councilmember Esmeralda Soria and retired law enforcement officer Mark Nicholas Pazin.

District 8

Jim Patterson (R)	98,876	74.2%
Thomas Edward Nichols (L)	34,416	25.8%

District 27

Esmeralda Soria (D)	27,793	50.6%
Mark Nicholas Pazin	27,168	49.4%

State Senate

Senate Democrats could lose one seat from their current 31-member majority or grow the caucus to 32 members in the 40-member chamber, as two races are yet to be determined. Incumbent Democrat Melissa Hurtado (D-Tulare) is in a very tight race for re-election, and Senate District 38 (Orange and San Diego Counties) has yet to be determined.

Madera was drawn into two Senate districts. Senate District 4 serves a portion of Madera, the whole Counties of Alpine, Amador, Calaveras, El Dorado, Inyo, Mariposa, Mono, Stanislaus, Tuolumne, and parts of Merced, Nevada, and Placer Counties. Public School Administrator Marie Alvarado-Gil appears to have prevailed against Labor Federation Executive Tim Robertson. Senate District 14, which consists of portions of Fresno, Madera, Merced, and Tulare Counties, will be represented by current Senator Anna Caballero.

Senate District 4

Marie Alvarado-Gil (D)	99,610	52.1%
Tim Robertson (D)	91,597	47.9%

Senate District 14

Anna Caballero (D)	58,429	56.0%
Amnon Shor (R)	45,855	44.0%



November 13, 2022

TO: San Joaquin Valley Regional Policy Council
 FROM: Gus Khouri, President
 Khouri Consulting LLC

RE: STATE LEGISLATIVE UPDATE – 2022 ELECTION SUMMARY

GENERAL UPDATE

Election Day was held on November 8. While many races have yet to be called due to the volume of outstanding ballots to count in California, Democrats will continue to keep supermajorities in both houses of the State Legislature (at least 75%). Still, millions of outstanding ballots may determine the balance of power in the US House of Representatives and Senate. Democrats won all statewide offices, including Governor Newsom (57.6%), Attorney General Rob Bonta (57.3%), Treasurer Fiona Ma (57.2%), and US Senator (59.1%), with Alex Padilla becoming the first Latino elected to the US Senate from California. The following is a summary of additional results of interest to the San Joaquin Valley, including the impact on congressional races and each house of the legislature. The commencement of the 2023-24 Regular Session and swearing-in ceremony for members is scheduled for December 5.

Congress (CD – Congressional District)

Nationally, Republicans have a 211-204 lead as they vie to reach the magic number of 218 to control the House. The outcome of 20 races is yet to be determined. In the Senate, Democrats hold a 50-49 edge as votes are still being tabulated in Georgia. Incumbent Raphael Warnock (D-Georgia) is headed to a run-off on December 6 after failing to garner 50%. At a minimum, Democrats will retain control of a dead-locked Senate through Vice President Kamala Harris serving as a tiebreaker. The San Joaquin Valley has seven congressional districts. Below is a summary of each race.

CD 5 includes the whole Counties of Amador, Tuolumne, Mariposa, and Calaveras, portions of **Fresno, Stanislaus, Madera**, and El Dorado Counties; Amador City, Angels, Hughson, Lone, Jackson, Oakdale, Placerville, Plymouth, Riverbank, Sonora, Sutter Creek, and Waterford, and portions of the Cities of Fresno, Turlock, and Modesto to balance population. In large part, these communities have tourism- and agriculture-based economies are nestled in large swaths of federal public lands. Shared interests include recreation, natural resource management, broadband access, healthcare, wildfires, and forest conservation. **Tom McClintock (R) is re-elected with 61% of the vote.**

CD 9 includes portions of Contra Costa, **San Joaquin**, and **Stanislaus** Counties, including the whole Cities of Escalon, Lodi, Manteca, Ripon, Stockton, and Tracy, and portions of Brentwood. This district connects the Valley communities of southern San Joaquin County with the northeastern part of Stanislaus County. This district features an economy that is, in part, based on agriculture and food processing. Major transportation and commuting routes connect the district's larger cities like Tracy, Manteca, and Modesto with Bay Area communities. **Congressman Josh Harder was re-elected with 56.3% of the vote.**

CD 13 includes all of Merced County, portions of Fresno, Madera, San Joaquin, and Stanislaus Counties, the whole Cities of San Joaquin, Patterson, Livingston, Dos Palos, Los Banos, Kerman, Madera, Atwater, Huron, Ceres, Mendota, Merced, Firebaugh, Lathrop, Coalinga, Newman, Gustine, and Chowchilla, and portions of the Cities of Modesto and Turlock. This district includes cities along Interstate 5 from Fresno County to San Joaquin County and communities along Highway 99. The district connects rural Valley communities with larger cities. These communities share interests in transportation and issues related to an agriculture- and food-processing-based economy. Former **Assemblymember Adam Gray is in a tight race against farmer John Duarte**, with Duarte leading by 84 votes on November 13. The remaining ballots in Merced and Stanislaus could put Gray over the top by Tuesday, November 15.

CD 20 includes portions of **Fresno, Kern, Kings**, and **Tulare** County, including the whole Cities of Clovis, Lemoore, Maricopa, Ridgecrest, Taft, and Tehachapi, and portions of the Cities of Bakersfield, Fresno, Hanford, Tulare, and Visalia. Communities within this district share common socio-economic characteristics and are primarily rural and suburban. Communities here share environmental concerns about water, air quality, and public lands. **Republican Leader Kevin McCarthy was re-elected with 66.8% of the vote.**

CD 21 includes portions of Fresno and Tulare Counties, including the whole Cities of Sanger, Farmersville, Fowler, Exeter, Parlier, Selma, Dinuba, Woodlake, Kingsburg, Reedley, and Orange Cove, and portions of the Cities of Fresno and Visalia. This district shares the Valley's major transportation corridors of Highway 99, Highway 41, Highway 168, Highway 180, and Highway 198. Communities in this district share interests in agriculture, water, and air quality. **Congressman Jim Costa was re-elected with 54.6% of the vote.**

CD 22 includes portions of Kern, Kings, and Tulare Counties, including Arvin, Avenal, Corcoran, Delano, Lindsay, McFarland, Porterville, Shafter, and Wasco, and portions of the Cities of Bakersfield, Hanford, and Tulare. Cities along Interstate 5 in Kings and Kern Counties are kept together along with many communities connected by Highway 99. Communities in this district share common interests in water, broadband accessibility, agriculture, and economic development. **Congressman David Valadao has garnered 52.5% of the votes and appears that he will hold off former Assemblymember Rudy Salas Jr.**

CD 23 includes a portion of Kern, Los Angeles, and San Bernardino Counties, including the whole Cities of Adelanto, Barstow, Big Bear Lake, California City, Hesperia, Twentynine Palms, Victorville, and Yucaipa, the towns of Apple Valley and Yucca Valley, and portions of the Cities of Colton, Highland, Loma Linda, Redlands, and San Bernardino. **Congressman Jay Obernolte was re-elected with 59.4% of the vote.**

State Assembly (AD- Assembly District)

Democrats could lose one seat from their current 60-member majority or could grow their caucus to as many as 64, as there are five races to be determined, including incumbents Ken Cooley (D-Sacramento), Sharon Quirk-Silva (D-Orange County) and Brian Maienshein (D- San Diego). Republican Suzette

Valladares is also in a tight race for re-election with Democratic candidate Pilar Schiavo for a district representing Santa Clarita in Los Angeles County. There are still millions of ballots to count, so results may be delayed by a few weeks. On November 10, the Assembly Democratic Caucus designated Assemblymember Robert Rivas to become the next Speaker, succeeding current Speaker Anthony Rendon on June 30, 2023. The San Joaquin Valley will have ten representatives in the State Assembly under the new lines drawn under redistricting. Assemblymembers Adam Gray and Rudy Salas Jr. are running for congressional seats. Assemblymember Bigelow did not run for his final term. Jim Cooper successfully ran for Sacramento County Sheriff rather than his last Assembly term. Below is a summary of each San Joaquin Valley district and the results for the prospective Assemblymember.

AD 8 consists of All Inyo, Tuolumne, Mariposa, and Mono and portions of **Fresno, Madera,** and Calaveras Counties. This district includes the entire Cities of Sonora, Angels, Bishop, the town of Mammoth Lakes, and portions of Clovis and Fresno. Pieces of Madera and Fresno foothill communities are added to respect mountainous communities and to balance the population. This district keeps Sierra communities together, reflecting shared interests such as watersheds, fire protection, emergency response, and recreation. **Current Assemblymember Jim Patterson (R) won his re-election bid with 74.2% to represent this district.**

AD 9 consists of portions of **San Joaquin,** Calaveras, Amador, Sacramento, and **Stanislaus** Counties. This district consists of the whole Cities of Lone, Ripon, Riverbank, Manteca, Galt, Waterford, **Oakdale,** Lodi, Escalon, **Hughson,** Isleton, and Lathrop. This district splits San Joaquin, Stanislaus, and Sacramento Counties to balance population while considering communities of interest to put smaller agricultural communities together with foothills communities from Amador and Calaveras. **Current Assemblymember Heath Flora (R) won his re-election campaign by a vote of 68.8% to represent this district.**

AD 13 consists of **portions of San Joaquin County** and the whole Cities of Stockton and Tracy. Splits in San Joaquin County are made to balance population while considering communities of interest. This district links the Central Valley with communities that border the Delta to the west. Shared waterways and similar commuting patterns bind these communities together. **Current Assemblymember Carlos Villapudua (D) won his re-election by securing 61.8% of the vote to represent this district.**

AD 22 consists of **portions of Merced and Stanislaus Counties,** including the whole Cities of Newman, Turlock, Ceres, Modesto, Patterson, and Gustine. While this district includes the entire City of Modesto, it splits off north-eastern Stanislaus County to keep the City of Oakdale whole in neighboring AD 9. Modesto and Turlock are heavily commuter communities that share transportation corridors (Interstate 5 and Highway 99), water systems for agriculture, and challenges relating to access to healthcare and higher education. This district places rural communities together. **Stanislaus Sheriff Sergeant Juan Alanis (R) secured 57% of the vote to represent this district.**

AD 27 consists of **portions of Merced, Fresno, and Madera Counties,** including the whole Cities of Coalinga, Kerman, San Joaquin, Merced, Mendota, Dos Palos, Madera, Los Banos, Firebaugh, Huron, Atwater, Chowchilla, and Livingston, and portions of the City of Fresno. Major commuting and transportation corridors are Interstate 5 and Highway 99. **This race between Fresno Councilmember Esmeralda Soria (D) and retired law enforcement officer Mark Nicholas Pazin (R) is too close to call. As of November 13, Soria leads by 625 votes (50.6% to 49.4%).**

AD 31 consists of **portions of Fresno County**, including the whole Cities of Parlier, Selma, Orange Cove, Fowler, and Sanger, as well as parts of Fresno and Clovis. This district consists mainly of the City of Fresno and communities along Highway 99. Eastern communities are connected to metropolitan Fresno via Highway 180. Another major commuter and transportation corridor is Highway 41, which connects southwestern communities to the City of Fresno. This is a culturally diverse district with significant Latino, Hmong, Sikh, Black, and Middle Eastern populations. **Current Assemblymember Juan Arambula won his re-election campaign with 60% of the vote.**

AD 32 consists of portions of **Kern and Tulare Counties**, including the whole Cities of Exeter, Ridgecrest, Tehachapi, Maricopa, and Taft, and parts of the Cities of Bakersfield and Visalia. The Cities of Bakersfield and Visalia were split to balance population while considering communities of interest. The district maintains local communities of interest along the Valley floor. Areas within the district share common social and economic characteristics and shared environmental concerns. **Current Assemblymember Vince Fong (R) ran unopposed, securing re-election to represent this district.**

AD 33 consists of **Kings County** and **portions of Tulare and Fresno Counties**, including the whole Cities of Farmersville, Kingsburg, Lemoore, Tulare, Woodlake, Avenal, Porterville, Corcoran, Lindsay, Dinuba, and Hanford, and portions of the Cities of Visalia and Reedley. Communities along Interstate 5 in Kings and Kern Counties are maintained together along with many communities connected by Highway 99. Communities in this district share common barriers to employment, affordable housing, and access to higher education. **Current Assemblymember Devon Mathis (R) won his re-election bid by securing 63.2% of the vote.**

AD 34 consists of portions of Los Angeles, San Bernardino, and **Kern Counties**. This district includes the whole Cities of California City, Barstow, Twentynine Palms, Big Bear Lake, and the town of Apple Valley, as well as portions of the Cities of Palmdale, Highland, Hesperia, Victorville, Lancaster, and a zero-population split of Adelanto. This district includes the High Desert communities in San Bernardino County, Apple Valley in Los Angeles County, and the area around California City in Kern County. The communities in these areas share interests and concerns related to the desert and mountainous terrain, oil production, the aerospace industry, Edwards Air Force Base, Twentynine Palms Marine Corps Base, and the Mojave National Preserve. **Current Assemblymember Tom Lackey won his re-election campaign by securing 57.9% of the vote.**

AD 35 consists of portions of **Kern County**, including the whole Cities of McFarland, Shafter, Arvin, Delano, and Wasco, and pieces of the City of Bakersfield. The City of Bakersfield was split to keep communities of interest whole. Communities in the county's western part along the Interstate 5 corridor are kept together. Shared social and economic characteristics include an agriculture-based economy and common land use and water accessibility concerns. The district also features large farmworker communities that commute throughout the district for work. **Family doctor Jasmeet Bains (D) secured 59% of the vote to represent this district.** This district is like the one formerly represented by former Assemblymember and current Congressional candidate Rudy Salas.

State Senate (SD- Senate District)

Senate Democrats could lose one seat from their current 31-member majority or grow the caucus to 32 members in the 40-member chamber, as two races are yet to be determined. Incumbent Democrat Melissa Hurtado (D-Tulare) is in a very tight race for re-election, and Senate District 38 (Orange and San Diego Counties) has yet to be determined. Only even-numbered seats were up for election this cycle,

meaning that Senator Susan Eggman will continue serving in her existing capacity for the district she was elected to serve through 2024.

SD 4 is based on nesting AD 8 and AD 22 and includes the whole Counties of Alpine, Amador, Calaveras, El Dorado, Inyo, Mariposa, Mono, **Stanislaus**, Tuolumne, and portions of **Madera, Merced**, Nevada, and Placer Counties. This district includes the whole Cities of Amador City, Angels, Bishop, Ceres, Hughson, Lone, Jackson, Modesto, Newman, Oakdale, Patterson, Placerville, Plymouth, Riverbank, Sonora, South Lake Tahoe, Sutter Creek, Turlock, Waterford, and the towns of Truckee and Mammoth Lakes. This district follows communities-of-interest requests from Sierra counties to be placed with neighboring counties to the north. Valley rural communities and some urban cities help populate this Sierra district. The district brings together communities with common interests in issues related to open space, water, broadband access, medical access, federal land management, national parks, tourism, emergency services, and transportation infrastructure challenges. **Public School Administrator Marie Alvarado-Gil (D) appears to have prevailed by securing 52.1% of the vote.**

SD 5 is based on nesting AD 9 and AD 13 and includes **San Joaquin County** and portions of Alameda County, including the whole Cities of Dublin, Escalon, Lathrop, Livermore, Lodi, Manteca, Pleasanton, Ripon, Stockton, and Tracy. Suburban communities define this district with job centers and main transportation and commuting routes. Communities in this district are concerned with affordable housing and the cost of living. The area also includes agricultural communities and shared interests in water resources. **This district resembles Senator Eggman's current district but goes further east. New lines are not applicable until 2024, which is also when Senator Eggman will be termed out.**

SD 12 is based on nesting AD 8 and AD 32 and includes portions of **Fresno, Kern, and Tulare Counties**, including the whole Cities of California City, Clovis, Exeter, Maricopa, Ridgecrest, Taft, and Tehachapi, and portions of the Cities of Bakersfield, Fresno, Shafter, Tulare, and Visalia. Splits in the Cities of Fresno, Tulare, Visalia, and Bakersfield were to populate foothill communities and honor communities-of-interest input. The district links Central Valley communities to foothill communities. Shared interests in these communities include natural resources, transportation infrastructure, aging populations, tourism, agriculture, ranching, and being a gateway to recreational activities. **Current Senator Shannon Grove (R) won re-election by securing 68% of the vote.**

SD 14 is based on nesting AD 27 and AD 31 and includes **portions of Fresno, Madera, Merced, and Tulare Counties**, including the whole Cities of Atwater, Chowchilla, Coalinga, Dos Palos, Firebaugh, Fowler, Gustine, Huron, Kerman, Los Banos, Madera, Mendota, Merced, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, and Selma, and portions of the Cities of Fresno and Livingston. Splits of counties and cities are made to meet those obligations and to balance the population in neighboring districts while considering communities of interest. Many of the cities in this district run along the main transportation routes of Interstate 5 and Highway 99 and share interests in the food processing economy, water, and agriculture. These are primarily Latino and immigrant communities that confront infrastructure challenges and concerns related to healthcare. **Current Senator Anna Caballero won re-election to this district by securing 56% of the vote.**

SD 16 is based on an almost complete nesting of AD 33 and AD 35 and includes **Kings County and portions of Fresno, Kern, and Tulare Counties**. This district consists of the cities of Arvin, Avenal, Corcoran, Delano, Dinuba, Farmersville, Hanford, Kingsburg, Lemoore, Lindsay, McFarland, Porterville, Wasco, and Woodlake, and portions of the Cities of Bakersfield, Shafter, Tulare, and Visalia. Splits in the Counties of Fresno, Kern, and Tulare are to balance the population in neighboring districts, and splits in

the Cities of Bakersfield, Shafter, Tulare, and Visalia are made to meet Voting Rights Act obligations. This district is an immigrant Latino working-class region with shared interests in water and an agriculture-based economy. **As of November 13, Current Senator Melissa Hurtado (D) is down 2,853 votes (51.7 to 48.3%) to farmer David Shepard (R).**

Previous and Prospective San Joaquin Valley Representation

Even numbered seats were up in the Senate in 2022. Odd-numbered seats will be up in 2024.

Redistricting will not impact legislators in odd-numbered seats until 2024 because they must serve as elected within the previous district as approved by voters in 2020. As a result, counties may have status quo, multiple, or no representation in the Senate. Assembly seats are up every two years, so new lines apply for all 80 seats. Below is a chart comparing the shift in state legislative delegation members with gains and losses of representation denoted in parentheses.

County	21-22 Session Members 16 Members, 8 Democrats, 8 Republicans 11 Assemblymembers, 5 Senators	23-24 Session Members 15 Members, 6/7 Democrats, 8/9 Republicans* 10 Assemblymembers, 5 Senators
Fresno (+2)	Assemblymember Joaquin Arambula (D) Assemblymember Jim Patterson (R) Senator Andreas Borgeas (R) Senator Anna Caballero (D) Senator Melissa Hurtado (D)	Assemblymember Joaquin Arambula (D) Assemblymember Devon Mathis (R) Assemblymember Jim Patterson (R) Assemblymember Soria/Pazin Senator Anna Caballero (D) Senator Shannon Grove (R) Senator Hurtado/Shepard
Kern (-1)	Assemblymember Vince Fong (R) Assemblymember Tom Lackey (R) Assemblymember Devon Mathis (R) Assemblymember Rudy Salas Jr. (D) Senator Shannon Grove (R) Senator Melissa Hurtado (D)	Assemblymember Vince Fong (R) Assemblymember Tom Lackey (R) Assemblymember Jasmeet Baines (D) Senator Shannon Grove (R) Senator Hurtado/Shepard
Kings (even)	Assemblymember Rudy Salas jr.(D) Senator Melissa Hurtado (D)	Assemblymember Devon Mathis (R) Senator Hurtado/Shepard
Madera (+1)	Assemblymember Frank Bigelow (R) Senator Andreas Borgeas (R) Senator Anna Caballero (D)	Assemblymember Jim Patterson (R) Assemblymember Soria/Pazin Senator Marie Alvarado-Gil (D) Senator Anna Caballero (D)
Merced (+2)	Assemblymember Adam Gray (D) Senator Anna Caballero (D)	Assemblymember Juan Alanis (R) Assemblymember Soria/Pazin Senator Marie Alvarado-Gil Senator Anna Caballero (D)
San Joaquin (-1)	Assemblymember Jim Cooper (D) Assemblymember Heath Flora (R) Assemblymember Carlos Villapudua (D) Senator Susan Talamantes Eggman (D)	Assemblymember Heath Flora (R) Assemblymember Carlos Villapudua (D) Senator Susan Talamantes Eggman (D)

Stanislaus (-1)	Assemblymember Heath Flora (R) Assemblymember Adam Gray (D) Senator Andreas Borgeas (R) Senator Anna Caballero (D) Senator Susan Talamantes Eggman (D)	Assemblymember Juan Alanis (R) Assemblymember Heath Flora (R) Senator Marie Alvarado-Gil (D) Senator Susan Talamantes Eggman (D)
Tulare (-1)	Assemblymember Devon Mathis (R) Assemblymember Jim Patterson (R) Senator Andreas Borgeas (R) Senator Shannon Grove (R) Senator Melissa Hurtado (D)	Assemblymember Devon Mathis (R) Senator Anna Caballero (D) Senator Shannon Grove (R) Senator Hurtado/Shepard

*Data projects Soria may prevail in AD 27, and Shepard may win in SD 16.



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 4-I

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Assembly Bill 2449 Brown Act Updates

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

On September 13, 2022, Governor Newsom signed Assembly Bill 2449 (“AB 2449”) to modernize existing teleconferencing requirements under the Brown Act by temporarily allowing less than a quorum of a legislative body to attend public meetings remotely without posting their location and removing the requirement for public participation in a nonpublic location, provided certain requirements are met. AB 2449 takes effect January 1, 2023.

I. Bullet-point summary of the changes made by AB 2449

- A. AB 2449 Amends the Brown Act to add alternative teleconferencing provisions, in addition to the existing traditional teleconferencing rules (“Traditional Rules”) and AB 361.
 - Traditional Rules under Gov’t § 54953(b)(3) require that members can participate by teleconference, provided that: at least a quorum of the members participate in- person from a single public location identified on the agenda within the local agency’s jurisdictional boundaries; each teleconference location be accessible to the public; posting of an agenda at each teleconference location; and identification of such location in the meeting notices and agenda.
 - AB 361 will remain in the Brown Act until January 1, 2024. However, once the Governor lifts the emergency order, likely February 28, 2023, these rules cannot be used to hold remote meetings as was done during Covid.
 - New teleconferencing rules. Members can teleconference into meetings without meeting the requirements of the Traditional Rules only for just cause or due to emergency circumstances. These provisions expired January 1, 2026.

- “Just cause” includes: (i) necessary caregiving to a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner; (ii) having a contagious illness, (iii) having a physical or mental disability that is not otherwise accommodated; or (iv) traveling on official business of the local agency or another state or local agency. This can only be used twice in one year by each member.
- “Emergency circumstances” means a physical or family medical emergency that prevents a member from attending in person.
- Cannot use these provisions to attend remotely for more than 3 months out of the year, or 20% of the meetings.
- AB 2449 has requirements for how a member can notify the body that they need to teleconference without complying with the Traditional Rules and provides a process for how to address the request if it comes after the time for publishing the agenda.

These provisions also have a number of requirements for remote participation by the public, including the type of platform and the ability to comment in real time during the meeting, and noticing on the agenda how the public can participate.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 4-J

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Update on the Regional Climate Collaboratives Program Round 1

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The California Strategic Growth Council is sharing an update regarding Round 1 of the [Regional Climate Collaboratives \(RCC\) program](#), which highlights a significant and growing need for capacity building resources across the state. The Round 1 Guidelines enabled applicants to request funding amounts within the range of \$500,000 and \$1.75 million, with SGC staff anticipating that 4-16 awards of varying amounts would be made. Ultimately, 45 applications from across 42 counties were submitted for Round 1 funding. Due to the number of Round 1 applications received and because nearly all applications requested the top funding amount (the average funding request was \$1.55 million), **SGC anticipates that it will only be able to fund a total of 4-6 awards**. Oversubscription in Round 1 of the RCC program clearly demonstrates the need for further investment in capacity building programs like RCC.

RCC Round 1 Highlights

Round 1 applications are self-determined groups representing hundreds of diverse organizations and communities across California. A total of 300 organizations are represented across RCC applications.

Applications varied across issue areas, including but not limited to climate adaptation and resiliency, public health, natural and working lands, watershed and forest health, affordable housing, sustainable food systems, workforce development, and youth education and engagement in climate action

Next Steps

SGC assembled an interagency panel to thoroughly review and score all the applications, with twelve applicants selected to participate in finalist interviews. Following these interviews, four to six applicants will be selected and recommended for award to the Strategic Growth

Council. The Council anticipates adopting the RCC awards during the next public meeting on Thursday, December 15. For more information visit SGC's [meetings webpage](#).

Following Round 1 of the program, SGC will update the Program Guidelines through a public process and initiate Round 2 in 2023, during which SGC will continue to provide technical assistance to support applicants.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 4-K

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 14

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 14

SUMMARY:

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTC Policy Board approve Resolution 21-15 Amendment No. 14, allowing for continued remote teleconferenced public meetings for all MCTC Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

FISCAL IMPACT:

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

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

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

Resolution No.: **21-15**
Amendment No. 14

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The foregoing resolution was adopted this 23rd day of November 2022 by the following vote:

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

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 5-A

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

MCTC Policy Board Support of the California Inland Port Project and a Grant Application for Port and Freight Infrastructure Program Funding

Enclosure: Yes

Action: Adopt Resolution 22-18 expressing the MCTC Policy Board's support for the California Inland Port Project and a grant application for Port and Freight Infrastructure Program funding

BACKGROUND:

For decades, the San Joaquin Valley has served as the principal corridor for north-south goods movement in California. Approximately 1.1 million ocean containers move through the San Joaquin Valley, about half of that number representing imports, which are mostly consumer products from Asia, and the other half representing exports of mostly agricultural products destined for Asia. Currently, virtually all these goods are moved on highways by internal combustion engine-powered trucks.

Catalyzed by conversations among the Port of Los Angeles, California Forward, and Global Logistics Development Partners, an California Inland Port Project was conceived in 2019 to reduce congestion and to improve air quality at the San Pedro port complex area and in the San Joaquin Valley.

Initially, the primary idea was to transfer these goods from internal combustion engine trucks to rail. As the federal and state governments have now begun the transition from fossil fuels to sustainable energy, one of the highest priorities for transportation, the California Inland Port Project has now evolved into what will be the largest and most sophisticated logistics and investment corridor in the world, a fully integrated goods movement and economic development paradigm comprising "Trade Ports" (multi-modal logistics hubs) with long-haul movement via rail and final-mile movement via electric trucks, surrounded by "green" manufacturing, clean energy, e-commerce, and distribution operations. When fully built out, the project is expected to include two to four major "Trade Ports" and six to eight smaller "Satellite Trade Ports" (truck charging facilities), with a potential trade port located in Stanislaus County.

The California Inland Port Project's initial feasibility studies (Phases 1 and 2) were funded by the San Pedro Ports, the Air Districts in the San Joaquin Valley and South Coast, and San Joaquin Valley councils of government. The studies showed significant cost advantages for moving goods on rail vs. trucks, as well as significant environmental benefits, including a 93% reduction of Greenhouse Gases (GHG) and an 84% reduction of nitrogen oxides (NOx). Planning phases 3 and 4 are being funded by Caltrans and the United States Department of Transportation (US DOT), which has identified the California Inland Port Project as one of only five Regional Infrastructure Accelerator projects in the nation due to its ability to address the ongoing supply-chain crisis facing the nation.

In the first week of October 2022, the California Inland Port Project team met with the Port of Los Angeles and related port stakeholders, Pacific Harbor Rail (short-line railroad that serves the LA/LB ports) and the Alameda Corridor Transportation Authority (ACTA), which has a role in the rail corridor that moves goods out of the port and across the state and country. All expressed strong support for the proposed project, and the Project Team anticipates support letters from those agencies. During the second week of October, the California Inland Port Project team visited Sacramento and met with various state agencies and stakeholders to raise awareness and solicit support. These agencies included: California State Transportation Agency (CALSTA), Caltrans, California Transportation Commission, California Energy Commission, Office Planning & Research, California Department of Food and Agriculture, and the California Fuel Cell Partnership. In summary, all the agencies expressed strong support because the project aligns with the state's policy goals in multiple areas.

DISCUSSION:

Earlier this month, CALSTA released guidelines and a call for projects for the State's one-time Port and Freight Infrastructure Program with a budget of \$1.2 billion. The Port and Freight Infrastructure Program funding is considered to be a once-in-a-lifetime funding opportunity to bring much needed funding to the California Inland Port Project.

Public agencies (such as cities, counties, Metropolitan Planning Organizations (MPO), Regional Transportation Planning Agencies (RTPA), ports, Joint Powers Authorities, public construction authorities and Caltrans) that administer or operate the project are eligible to receive Port and Freight Infrastructure Program funding.

Eligible projects include but are not limited to:

1. Port-specific high-priority projects.
2. Intermodal railyard expansion and electrification.
3. Goods movement railway corridor capacity projects.
4. High-priority grade separations, and
5. Zero-emission goods movement demonstration projects.

CALSTA will award the entire \$1.2 billion in a single cycle through a single program of projects, with \$600 million available for projects in 2022-23 and \$600 million in 2023-24, consistent with funding availability.

Seventy percent of the funding is to be used to support infrastructure projects supporting

goods movement related to the Port of Los Angeles, the Port of Long Beach, or both. The remaining thirty percent is to be directed to other high-priority projects supporting ports and goods movement infrastructure in the rest of the state, including inland ports. The grant application submittal deadline for the Port & Freight Infrastructure Program is January 13, 2023.

The California Inland Port Project Team is preparing a grant application for FY 2022/23 Port and Freight Infrastructure Program funding and has asked the MPOs/RTPAs in the San Joaquin Valley for a resolution of support for their application. Tony Boren, Executive Director, Fresno COG and project manager for the California Inland Port project will present additional information concerning the grant application request and will be available to respond to any questions.

The California Inland Port Project has the potential to significantly address numerous transportation, air quality, and economic challenges facing the San Joaquin Valley and the State of California. These include:

- A more efficient national supply chain system,
- Substantial reductions in greenhouse gases and criteria pollutants in California,
- Significantly increased economic competitiveness and opportunity in the San Joaquin Valley,
- Reduced VMT, road congestion, and maintenance costs, as well as increased traffic safety,
- Improved social equity and environmental impacts,
- Improved availability of containers for Agricultural exports, and
- Leveraged public sector infrastructure investments anticipated to attract private sector investment.

For the reasons stated above, staff recommends that the Policy Board formally express its support, by resolution, for a California Inland Port grant application to the State of California's FY 2022/23 Port and Freight Infrastructure Program.

FISCAL IMPACT:

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

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

In the matter of
Support of California Inland Port Project

Resolution No.: **22-18**

WHEREAS, the California Inland Port System is designed as a transformational next-generation logistics-clean energy-economic development project that will directly benefit the San Joaquin Valley and Sacramento regions; and

WHEREAS, when complete, the California Inland Port System of projects will be a model for the nation and will be the most advanced and cleanest logistics and investment corridor in the world; and

WHEREAS, buildout the California Inland Port project has the potential to create 100,000 jobs and leverage \$30 billion in private investment along a 425-mile-long corridor extending through the entire San Joaquin Valley and Sacramento regions; and

WHEREAS, the California Inland Port project will provide significant improvements to air quality, traffic congestion and motorist safety throughout the San Joaquin Valley, Sacramento, and Los Angeles regions; and

WHEREAS, the California Inland Port project and its utilization of sustainable energy will reduce greenhouse gasses emitted in the San Joaquin Valley, Sacramento and Los Angeles regions and complements the State Route 99 Multimodal Corridor study which is currently underway; and

WHEREAS, the California Inland Port project will create a 425 mile long clean energy infrastructure system throughout the San Joaquin Valley and Sacramento regions that will be a catalyst for the transition to a clean fleet of heavy trucks while providing the opportunity to serve as future hydrogen hubs for California's hydrogen highway; and

WHEREAS, the California Inland Port project will significantly contribute to the State of California's social equity objectives which seek to improve incomes and the quality of life in all economically disadvantaged areas of the state including the San Joaquin Valley and Sacramento regions; and

WHEREAS, the California Inland Port project provides a platform to address existing and future agricultural export challenges facing growers in the San Joaquin Valley and Sacramento regions; and

WHEREAS, the USDOT has become a partner in the California Inland Port project and has designated it of national significance in its importance in addressing the national supply chain crisis and envisions replicating the concept in other areas of the US; and

WHEREAS, the California Inland Port project is supported by a broad range of public entities, including eight counties and councils of governments within the San Joaquin Valley and Sacramento regions, three air quality districts-South Coast, San Joaquin and Sacramento and three seaports-Los Angeles, Long Beach and Stockton; and

WHEREAS, the private market has overwhelmingly reacted with enthusiasm for the California Inland Port project, with shippers saying that improvements to supply chain reliability, lower costs, and the introduction of comprehensive logistics/investment hubs all being economically beneficial to their operations; and

WHEREAS, private sector project partners include truck manufacturers, national agricultural and clean energy trade associations, hydrogen producers, and truck fleet operators; and

WHEREAS, the business strategy for the project is robust and is an extraordinary example of public and private forces working together, with public investment acting as seed funding and unlocking vast private risk capital; and

WHEREAS, the partners involved with leadership from the region's councils of governments and with the Fresno Council of Governments acting as project coordinator in the formative stages, have a deep commitment to carry out with high degree of community engagement; and

WHEREAS, beyond the much-needed benefits to the environment, we believe that the California Inland Port project will be a primary catalyst in attracting significant investment to the San Joaquin Valley and Sacramento regions; this resulting in jobs and tax base from industry that is present in the region and from industry sectors that are not present in the region; and.

THEREFORE, BE IT RESOLVED, for all of these reasons, the Madera County Transportation Commission believes that the California Inland Port project will improve public health, create positive economic and social change in our community and we support a California Inland Port Project grant application to the State of California for the Fiscal Year 2022/23 Port and Freight Infrastructure Program.

THE FOREGOING RESOLUTION was passed and adopted by the Madera County Transportation Commission this 17th day of November, 2022.

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

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 5-B

PREPARED BY: Evelyn Espinosa, Senior Regional Planner

SUBJECT:

Madera County Transportation Commission (MCTC) Regional Early Action Planning (REAP) 2.0 Housing Planning Grants Program

Enclosure: Yes

Action: Approve submittal of the MCTC REAP 2.0 Housing Planning Grants Final Application and Delegate authority to Executive Director to submit a Final Application for the REAP 2.0 Program by adoption of Resolution 22-19

SUMMARY:

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

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

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

6th cycle of the Housing Element, including Regional Housing Needs Assessment. In addition, REAP 2.0 is specifically designed to provide MPOs and other eligible entities with tools and resources to help implement and advance plans, primarily by furthering the Sustainable Communities Strategies (SCS) adopted as part of Regional Transportation Plans to pursue greenhouse gas emission reduction targets through land use and transportation strategies.

Eligible Applicants

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

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

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

In September 2022, the MCTC Policy Board delegated authority to the Executive Director to submit a REAP 2.0 Advance Application to HCD. MCTC staff is recommending the MCTC Policy Board delegate authority to the Executive Director to submit a REAP 2.0 Final Application to HCD.

The Madera County Transportation Commission (MCTC) has prepared a Draft REAP 2.0 Final Application to allocate the REAP 2.0 housing funds in the Madera region. MCTC is anticipated to receive a total of \$2,213,724.74 for REAP 2.0 activities. MCTC will retain 5% in the amount of \$110,686.24 for program administration and \$27,667.74 for direct costs. The remaining \$2,075,370.76 in REAP 2.0 funding will be suballocated for eligible projects on an application-based pro-rata basis.

MCTC staff has discussed the Draft REAP 2.0 Final Application with each member agency and at the MCTC Technical Advisory Committee, and all agree with the proposed application.

MCTC will submit a REAP 2.0 Suballocation Application to HCD by March 31, 2023.

FISCAL IMPACT:

No fiscal impact yet to the approved 2022-23 Overall Work Program and Budget. Once the application is approved and funding verified, staff will amend the grant into the Overall Work Program and Budget at that respective time.

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

In the matter of
**METROPOLITAN PLANNING ORGANIZATION
ALLOCATION REGIONAL EARLY ACTION
PLANNING GRANT (REAP 2.0) – FINAL
APPLICATION SUBMISSION**

Resolution No.: **22-19**

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

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

WHEREAS the State of California (the “State”), Department issued a Notice of Funding Availability on July 26, 2022 for REAP 2.0 grants available to Metropolitan Planning Organizations and Councils of Government;

WHEREAS Applicant is a Metropolitan Planning Organization or Council of Government eligible to submit a Request for Funds pursuant to Health and Safety Code Section 50515.08(c)(3) to develop and accelerate the implementation of the requirements described in Health and Safety Code section 50515.08(c)(1); and

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

NOW THEREFORE BE IT RESOLVED THAT, the Madera County Transportation Commission (MCTC) is hereby authorized and directed to request an allocation of funds not to exceed \$2,213,724.74 (the amount allocated pursuant to Health and Safety Code section 50515.07(a) consistent with the methodology described in 50515.09(a)). If the Madera County Transportation Commission received an advanced allocation of REAP 2.0 funds, the Madera County Transportation Commission Request for funds may not exceed \$2,180,612.04 (the difference between the advance allocation amount received and the total amount allocated

pursuant to Health and Safety Code section 50515.07(a) consistent with the methodology described in 50515.09(a).

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

When MCTC receives an advance allocation of REAP 2.0 funds in the authorized amount of \$33,112.70 from the Department pursuant to the above referenced Request for funds, it represents and certifies that it will use all such funds only for eligible activities as set forth in Health and Safety Code section 50515.08(c)(1), as approved by the Department and in accordance with all REAP 2.0 requirements, guidelines, all applicable state and federal statutes, rules, regulations, and the Standard Agreement executed by and between MCTC and the Department.

The Executive Director is authorized to enter into, execute, and deliver a State of California Standard Agreement for the amount of \$2,180,612.04, and any and all other documents required or deemed necessary or appropriate to evidence and secure the REAP 2.0 Allocation, the MCTC obligations related thereto and all amendments the Department deems necessary and in accordance with REAP 2.0.

THE FOREGOING RESOLUTION was adopted this 23rd day of November 2022 by the following vote:

Commissioner Gallegos	_____
Commissioner Rodriguez	_____
Commissioner Frazier	_____
Commissioner Rogers	_____
Commissioner Palmer	_____
Commissioner Poythress	_____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of November 23, 2022

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

SUBJECT:

FY 2023-2024 California State Grant Opportunities

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

Michael Navarro, Deputy District Director, Transportation Planning & Local Programs, will provide a verbal report on the FY 2023-24 California Grants.

1. Clean California Local Grant Program
2. Sustainable Transportation Planning Grants
3. Reconnecting Communities: Highways to Boulevards (RC:H2B) Pilot Program

(1) Clean California Local Grant Program:

California Department of Transportation (Caltrans) developed the [Clean California Local Grant Program](#) through which funds will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to clean and enhance public spaces. Through the combination of adding beautification measures and art in public spaces along with the removal of litter and debris, this effort will enhance communities and improve spaces for walking and recreation.

The goals of the Clean California Local Grant Program are to:

- Reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit centers, and other public spaces.
- Enhance, rehabilitate, restore, or install measures to beautify and improve public spaces and mitigate the urban heat island effect.
- Enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation.
- Advance equity for underserved communities.

Cycle 2

Cycle 2 of the program will provide approximately \$100 million in grant funding to local communities. The first stakeholder workshop on Cycle 2 and updates to the program guidelines was held on November 3, 2022. There will be a second stakeholder workshop in December. [View the latest draft program guidelines for Cycle 2 here.](#)

Grant Timeline

First Workshop on Program Guideline Updates	November 3, 2022
Second Workshop on Program Guideline Updates	December 2022
Call for Projects	January 2023
Three Application Workshops	February through March 2023
Project Application Deadline	April 2023
Project Award Notification	August/September 2023
Project Completion Date	June 2026

(2) Sustainable Transportation Planning Grants

[The Sustainable Transportation Planning Grant Program](#) includes:

- ***Sustainable Communities Grants*** (\$29.5 million) to encourage local and regional planning that supports state goals, implements Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) (where applicable), and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.
- ***Climate Adaptation Planning Grants*** (\$50 million) support local and regional identification of transportation-related climate vulnerabilities through the development of climate adaptation plans, as well as project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure.
- ***Strategic Partnerships Grants*** (\$4.5 million) to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies.

Grant Timeline

Release FY 2023-24 Grant Application Guide/Call-for-applications and conduct virtual workshops (dates TBD)	December 2022-January 2023
Grant application deadline (exact date TBD). Application period will be approximately 8-weeks	February 2023
Application evaluation and management approval of grant recommendations	Winter-Spring 2023
Grant Announcements	Spring 2023
Application evaluation and management approval of grant recommendations	Fall 2023

Grant announcement	Spring 2023
Grant recipients begin project activities	Fall 2023
Grant projects are completed, and grant funds expire (expiration dates depend on grant recipient and fund-type)	Winter-Summer 2026

(3) Reconnecting Communities: Highways to Boulevards (RC:H2B) Pilot Program

In response to the adoption of Streets & Highways Code 104.3, the California Department of Transportation (Caltrans) is launching the [Reconnecting Communities: Highways to Boulevards \(RC:H2B\) Pilot Program](#). \$149 million was established in the FY 22/23 State Budget to plan for and fund the conversion of key underutilized highways in the State into multi-modal corridors to reconnect communities divided by transportation infrastructure. These legacy impacts will be addressed through community-based transportation planning, design, demolition, and/or reconstruction of city streets, parks, or other infrastructure.

Goals

- Restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development.
- Provide matching funding for potential federal grant funds.
- Advance health and equity outcomes for underserved communities by removing health, safety, and access barriers associated with transportation infrastructure within communities.
- Improve access to opportunity by improving travel options and reducing combined household transportation and housing costs for underserved communities.
- Create opportunities for implementation of affordable housing and furthering the advancement of fair housing.
- Prevent or minimize direct and indirect displacement effects from project implementation.
- Advance community-based or community-driven transportation planning.

Draft Grant Timeline

Program Guidelines Workshop #1	November 28, 2022
Program Guidelines Workshop #2	December 2022
Call for Projects	January 2023
Application Workshop	Jan-March 2023
Project Application Deadline	April 2023
Project Award Notification	June 2023

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 7-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – October 19, 2022

Enclosure: Yes

Action: Approve October 19, 2022, meeting minutes

SUMMARY:

Attached are the Executive Minutes for the October 19, 2022, Policy Board Meeting.

FISCAL IMPACT:

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

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: October 19, 2022

Time: 3:04 pm

Place: Madera County Transportation Commission
In person and Zoom

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

Members Absent: Chairman Tom Wheeler, Supervisor, County of Madera
Jose Rodriguez, Council Member, City of Madera

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

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

1. **CALL TO ORDER by Vice Chair Palmer**
2. **PLEDGE OF ALLEGIANCE**
3. **PUBLIC COMMENT**

This time is made available for comments from the public on matters within the Board's jurisdiction that are not on the agenda. Each speaker will be limited to three (3) minutes. Attention is called to the fact that the Board is prohibited by law from taking any substantive action on matters discussed

that are not on the agenda, and no adverse conclusions should be drawn if the Board does not respond to the public comment at this time. It is requested that no comments be made during this period on items that are on today's agenda. Members of the public may comment on any item that is on today's agenda when the item is called and should notify the Chairman of their desire to address the Board when that agenda item is called.

No public comment was received.

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. POLICY TRANSPORTATION CONSENT ITEMS

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

A. Regional Clean Hydrogen Hubs (H2Hubs) Program

Action: Information and Discussion Only

B. 2022 Transit and Intercity Rail Capital Program (TIRCP) Draft Guidelines for General Fund Augmentations

Action: Information and Discussion Only

C. Affordable Housing and Sustainable Communities (AHSC) Program: Round 7 Draft Guidelines Available for Review

Action: Information and Discussion Only

D. FY 2022 Thriving Communities Program (TCP)

Action: Information and Discussion Only

E. ReConnect Loan and Grant Program

Action: Information and Discussion Only

F. Draft FY 2023-24 Sustainable Transportation Planning Gant (STPG) Application Guide 30-Day Comment Period

Action: Information and Discussion Only

G. Revised State of Good Repair (SGR) Project List

Action: Approve Resolution 22-15, adopting a Revised SGR project list to be submitted in the amount of \$579,484

H. Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Allocation Request – Resolution 22-16

Action: Approve Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Project Listing – Resolution 22-16

I. Letter of Support for 2022 Trade Corridor Enhancement Program (TCEP) Application: Union Pacific (Fresno Subdivision) Ceres to Turlock Double Tracking Project

Action: Information and Discussion Only

J. Pew Research Article, *“As Electric Vehicle Growth Squeezes Gas Tax Revenues, Data Helps States Prepare”*

Action: Information and Discussion Only

K. Climate Action Plan for Transportation Infrastructure (CAPTI) Progress Report

Action: Information and Discussion Only

L. 2022 Annual Listing of Projects with Federal Funding

Action: Information and Discussion Only

M. FINAL 2022 Madera County Coordinated Public Transit Human Services Transportation Plan (Coordinated Plan)

Action: Adopt the 2022 Madera County Coordinated Public Transit Human Services Transportation Plan – Resolution No. 22-17

N. Continuation of Teleconferenced Meeting – Resolution 21-15 Amendment No. 13

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-15 No. 13

Transportation Consent Calendar Action on Items A-N.

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

Roll call for votes:

Commissioner Rodriguez	Absent
Commissioner Frazier	Yes
Commissioner Poythress	Yes
Commissioner Gallegos	Yes
Chairman Wheeler	Absent
Vice Chair Palmer	Yes
Vote passed 4-0	

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. CalVans Presentation

Action: Informational and Discussion Only

B. Yosemite Area Regional Transportation System (YARTS) Update

Action: Information and Discussion Only.

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

Action: Upon motion by Commissioner Poythress, seconded by Commissioner Gonzalez, delegating authority to Executive Director to submit and Advance Application for the REAP 2.0 Program with the adoption of Resolution No. 22-14. A vote was called, and the motion carried.

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

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

Roll call for votes:

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

Vote passed 4-0

7. ADMINISTRATIVE CONSENT ITEMS

A. Executive Minutes – October 19, 2022

Action: Approve October 19, 2022, meeting minutes

Approval Administrative Consent Calendar Action A

Action: Upon motion by Commissioner Frazier, seconded by Commissioner Gallegos, to approve the Administrative Consent Calendar Item A. A vote was called, and the motion carried.

Roll call for votes:

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

Vote passed 4-0

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

NONE

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

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

questions. If a 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. HdL Newsletter 2nd Qtr 2022

Action: Information and Discussion Only

B. Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 13

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 13

Authority Administrative Consent Calendar Action on Items A-B

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

Roll call for votes:

Commissioner Rodriguez	Absent
Commissioner Poythress	Yes
Commissioner Frazier	Yes
Commissioner Gallegos	Yes
Chairman Wheeler	Absent
Vice Chair Palmer	Yes
Vote passed 4-0	

10. AUTHORITY - ACTION/DISCUSSION ITEMS

A. Measure T FY 2022-23 Annual Work Program

Action: Approve the 2022-23 Measure “T” Annual Work Program and the disbursement of interest earned through June 30, 2022

Item 10-A was pulled from the agenda to be discussed at the next regularly scheduled meeting of the Authority.

OTHER ITEMS

11. MISCELLANEOUS

A. Items from Staff

Patricia Taylor, Executive Director, provided the following comments:

- Update on the Measure T Renewal public education efforts.

B. Items from Caltrans

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

C. Items from Commissioners

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

12. CLOSED SESSION

None

13. ADJOURNMENT

Meeting adjourned at 4:10 pm.

Next meeting scheduled for Wednesday, November 23, 2022

Respectfully Submitted,



Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 7-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Transportation Development Act (LTF,STA) – Allocation, Resolution 22-09 Amendment No. 1, Resolution 22-10 Amendment No. 1

Enclosure: Yes

Action: Approve Resolution 22-09 Amendment No. 1, Resolution 22-10 Amendment No. 1

SUMMARY:

The City of Chowchilla has submitted its FY 2022-23 TDA Applications for approval and has requested to allocate its apportionments.

FISCAL IMPACT:

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

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

In the matter of ALLOCATION OF FY 2022-23 LOCAL TRANSPORTATION FUND	Resolution No.: 22-09 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, \$120,000 has been apportioned for Administration, \$120,733 has been reserved for Pedestrian and Bicycle facilities, and

WHEREAS, the Local Agencies have agreed to a MCTC expenditure of \$181,098 for shared system planning costs, per Section 99233.2 of the Transportation Development Act; and

WHEREAS, there is the sum of \$6,036,616 to be allocated from LTF, 2022-23;

WHEREAS, the Madera County Transportation Commission has made the finding in Resolution No. 22-07 that there are no substantial unmet transit needs that are reasonable to meet in FY 2022-23 within the jurisdictions of the County of Madera, the City of Madera, and the City of Chowchilla, and

WHEREAS, the City of Chowchilla has submitted its application and requests to allocate its apportionment, and

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		\$ 116,643
Pedestrian & Bicycle Projects		\$ 10,536
MCTC Planning Services	\$ 15,803	
Street and Road Projects	\$ 383,797	
Unallocated	\$ 0	

(B) <u>City of Madera</u>		
Madera Metro, DAR, Intermodal, Transit Center		\$ 705,000
Pedestrian & Bicycle Projects		\$ 50,506
MCTC Planning Services	\$ 75,758	
Street & Road Projects	\$ 1,567,752	
C) <u>County of Madera</u>		
Amtrak		\$ 25,000
MCC & Demand Response		\$ 334,967
Pedestrian & Bicycle Projects		\$ 59,691
MCTC Planning Services	\$ 89,537	
Street & Road Projects	\$ 2,475,362	

The foregoing resolution was adopted this 23rd day of November 2022 by the following vote:

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

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 2022-23 STATE TRANSIT ASSISTANCE FUND	Resolution No.: 22-10 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 \$1,524,187, an increase of \$135,970 compared to 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 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 two entities allocations from the State Transit Assistance Fund does not exceed the amount that each claimant is eligible to receive;

WHEREAS, the City of Chowchilla has submitted its application and requests to allocate is apportionment;

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

<u>CLAIMANT</u>	<u>2022-23 STA</u>
City of Chowchilla	
CATX	\$ 162,544
Unallocated	\$ 49,628
City of Madera	
Madera Metro, DAR, Intermodal, Transit Center	\$ 628,013
Unallocated	\$ 191,795

County of Madera

MCC & DAR	\$ 733,630
Unallocated	\$ 224,053

The foregoing resolution was adopted this 23rd day of November 2022 by the following vote:

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

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 7-C

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Reasonable Accommodations Policy for Madera County Transportation Commission Meetings
Subject to the Brown Act

Enclosure: Yes

Action: Approve the Reasonable Accommodations Policy for Madera County Transportation
Commission Meetings Subject to the Brown Act

SUMMARY:

Effective January 1, 2023, Government Code Section 54953(g) requires that all public agencies have and implement a procedure for receiving and swiftly resolving reasonable accommodation requests for individuals with disabilities, consistent with the federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and resolving any doubt in favor of accessibility. Requests may be made by any individual that participates or conducts the meeting, including members of the public, staff, and members of the legislative body.

FISCAL IMPACT:

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



**REASONABLE ACCOMMODATIONS POLICY FOR
MADERA COUNTY TRANSPORTATION COMMISSION
MEETINGS SUBJECT TO THE BROWN ACT**

November 23, 2022

**REASONABLE ACCOMMODATIONS POLICY
FOR MADERA COUNTY TRANSPORTATION COMMISSION
MEETINGS SUBJECT TO THE BROWN ACT**

Effective January 1, 2023, Government Code Section 54953(g) requires that all public agencies have and implement a procedure for receiving and swiftly resolving reasonable accommodation requests for individuals with disabilities, consistent with the federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and resolving any doubt in favor of accessibility. Requests may be made by any individual that participates or conducts the meeting, including members of the public, staff, and members of the legislative body.

Readily Available Accommodations

Any of the following accommodations can be provided for a publicly-noticed Commission meeting or meetings open to the public:

- Agendas and staff reports: Upon request, any agendas or staff reports can be made available in appropriate alternative formats to persons with a disability, including hyperlinks where appropriate so that the user can access the linked information.
- For individuals with hearing loss: Upon request, accommodations can include the following:
 - Qualified interpreters on-site or through video remote interpreting (VRI) services;
 - Real-time computer-aided transcription services;
 - Telephone handset amplifiers;
 - Assistive listening devices;
 - Assistive listening systems;
 - Telephones compatible with hearing aids;
 - Open and closed captioning, including real-time captioning;
 - Videotext displays; and
 - Accessible electronic and information technology.
- For individuals with visual impairments: Upon request, accommodations can include the following:
 - Qualified readers;
 - Taped texts;

- Audio recordings;
- Brailled materials and displays;
- Screen reader software;
- Magnification software;
- Optical readers;
- Secondary auditory programs (SAP);
- Large print materials; and
- Accessible electronic and information technology.

Note that electronic agendas are available on the Commission's website at <https://www.maderactc.org/meetings> in .pdf format, which should be compatible with the screen readers that are commonly used by those who are visually impaired.

- For individuals with mobility impairments: Upon request, accommodations can include the following:
 - ADA accessible facilities, including ramps and elevators (if needed), to access the MCTC Board Room or other locations where public meetings are being held;
 - Closed circuit broadcast/Zoom/Teams/telephone access.

Process for Other Accommodations

Individuals who are deaf or hard of hearing, who are blind or have low vision, have mobility impairments, or have any other disability, may also request accommodations other than those readily available using the process outlined below. Accommodations should be requested as early as possible as additional time may be required in order to provide the requested accommodation. Note that an accommodation will be considered to be unreasonable and will not be provided if it imposes undue financial or administrative burdens on the Commission, or requires a fundamental alteration in the nature of a program. If a particular accommodation is unreasonable, the Commission will offer an alternative accommodation that is reasonable.

Process to request an additional accommodation: A request for an accommodation other than those listed above may be made as follows:

1. Make the request for the accommodation as soon as you can, preferably before the meeting you wish to attend, or at the meeting itself if necessary. The sooner the request is made, the more likely it is that the Commission can provide the additional accommodation or an alternative. You can make this request yourself, or someone can make it on your behalf with your permission.

2. Make the request orally or in writing, and submit it to the Administrative Analyst or to the Executive Director so as to avoid delay in reviewing and processing the request. Requests can be made at either the following email address or mailing address:

Email Address: accommodation@maderactc.org

Mailing Address:

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

3. The request for an accommodation must provide the following information:
 - (a) *Identify the proposed accommodation.* Tell us the type of accommodation you are seeking, and how the accommodation will allow you to access and participate in the meeting. The specific impairment does not need to be disclosed. Instead, a general statement of explanation of the type of need will suffice. A letter from a physician that the requested accommodation is required for you to access and participate in the meeting can also be submitted, but is not required.
 - (b) *Contact information.* Provide current contact information so we can respond in a timely manner. This can be a mailing address, an email address, or telephone number, for example. Note that if only a mailing address is provided, you need to make the request early enough that a mailed response can be timely provided.
 - (c) *Identify the meeting where the additional accommodation is requested.* Specify the specific meeting(s) where the accommodation is requested.

Procedures for Commission Staff: Once Commission staff have received a request for an additional accommodation, the following procedures will apply:

1. Any Commission staff member who receives, or believes they may have received, an accommodation request will promptly relay the request and the requestor's contact information to the Administrative Analyst and Executive Director.
2. General Counsel may be requested to assist in the review of requests, and assist staff in providing a response to the requestor as soon as practicable.
3. All responses to written reasonable requests for additional accommodation shall be provided in writing, if the request was made sufficiently in advance such that a written response can be transmitted in a timely manner prior to the start of the specific meeting. Otherwise, Commission staff will provide an oral response if the requestor has provided sufficient contact information. Responses will identify whether the accommodation is granted or granted in the alternative, and will provide any instructions necessary for the accommodation to be accessed. If an additional accommodation request is denied, the response will identify the grounds for denial. Commission staff will document requests and responses provided orally.

4. Any doubt regarding whether a request is reasonable and feasible should be resolved in favor of accommodations. Staff will make reasonable efforts to communicate with requestors to obtain clarifications or to discuss whether alternative accommodations will be viable.



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 8-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

FY 2022-23 Overall Work Program & Budget (OWP) – Amendment No. 3

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 3

SUMMARY:

Included in your package is Amendment No.3 of the FY 2022-23 Overall Work Program & Budget. The revised Budget is \$2,433,630 (decrease of \$41,606 from the previously amended budget). The amendment reflects changes due to the following:

- Recognition of current fiscal year federal grant final allocation estimates;
- New tasks added for the Public Outreach Coordination project that will be completed by staff;
- Adjustments in the assigned work hours for some of the work elements.

The amendment is recognized in the following accounts:

Revenues – (Decrease \$41,606)

- FTA 5303 – increase \$12,372
- TDA Carryover – decrease \$47,272
- TDA Planning – decrease \$4,575
- MCTA – decrease \$2,131

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

- Board Costs and Other Costs – increase \$262
- Consultant (Public Outreach Coordination) – decrease \$41,868

The amendment is reflected in all the OWP Work Elements except for WE 102 – Regional Housing Planning program; WE 103 – ZEV Readiness and Implementation Plan; WE 104 – Oakhurst Multimodal Mobility Study; and WE 905.2 Project Prioritization Study.

FISCAL IMPACT:

A decrease of \$41,606 to the approved 2022-23 Overall Work Program and Budget.



OVERALL WORK PROGRAM Fiscal Year 2022-2023

Amendment No. 3

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

Regional Transportation Planning

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

102 Regional Housing Planning Program

103 Zero Emission Vehicle Readiness and Implementation Plan

104 Oakhurst Multi-modal Mobility Study

905.2 Project Prioritization Study

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

Objective

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

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

Performance Monitoring Measures

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

California Planning Emphasis Areas

Performance Management

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

summarized here:

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

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

PM 1: HSIP and Safety Performance

PM 2: Pavement and Bridge Condition Performance

PM 3: System Performance/Freight/CMAQ Performance

Previous Work

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

Product

1. Final 2022 RTP/SCS, including:

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

Tasks

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

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

Item 8-8-A.

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

FTE: .59

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

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	5,780	RTP EIR (Consultant)	30,392
MCTA		RTP/SCS Development (Consultant)	20,000
FHWA-PL	44,612		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	50,392	Subtotal	50,392
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	21,446	Direct Wages/Benefits plus Indirect:	187,250
MCTA			
FHWA-PL	165,772		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	187,250		
Total:	237,642	Total:	237,642

Public Transportation Planning

201 Transit

202 Rail

Work Element 201 Transit

Objective

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

Discussion

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

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

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

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

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

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

social media pages.

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

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

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

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

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

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

Previous Work

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

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

Product

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

Tasks

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

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

FTE: .33

201 Transit

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	9,920	Direct Wages/Benefits plus Indirect:	86,482
MCTA			
FHWA-PL			
FTA-Section 5303	76,562		
STIP – PPM			
Other			
Subtotal	86,482		
Total:	86,482	Total:	86,482

Work Element 202 Rail

Objective

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Previous Work

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

Product

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

Tasks

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

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

FTE: .08

202 Rail

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	25,845	Direct Wages/Benefits plus Indirect:	25,845
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	25,845		
Total:	25,845	Total:	25,845

Active Transportation Planning

301 Active Transportation Planning - CS

Work Element 301 Active Transportation Planning - CS

Objective

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

Discussion

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

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

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

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

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

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

communities. Planning will develop contextual guidance for selecting bike/pedestrian facilities needed for SHOPP Project Initiation Report documents.

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

Previous Work

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

Product

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

Tasks

Task	Description and Responsible Party	% of Work
301.1	<p>Review Planning issues related to bicycle and pedestrian facilities</p> <ul style="list-style-type: none"> • Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems, including complete streets • Incorporate findings into the RTP/SCS where applicable <p>Responsible Party: MCTC Staff (July 2022 to June 2023)</p>	25%

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301.2	<p>Provide staff analysis of available funding resources for non-motorized planning projects</p> <ul style="list-style-type: none"> Analyze and share information for new and existing resources able to support the regions multi-modal systems, including complete streets <p>Responsible Party: MCTC Staff (July 2022 to June 2023)</p>	20%
301.3	<p>Participate in meetings/workshops related to complete streets, bicycle, and pedestrian facilities</p> <ul style="list-style-type: none"> Participate in meetings and workshops hosted by Federal, State, and Local, partners related to multi-modal transportation, including complete streets <p>Responsible Party: MCTC Staff (July 2022 to June 2023)</p>	20%
301.4	<p>Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments</p> <ul style="list-style-type: none"> Collect any important data and information related to maintaining or updating the Active Transportation Plan, including Complete Streets Policies Update the ATP webpage as needed <p>Responsible Party: MCTC Staff (July 2022 to June 2023)</p>	35%
Total		100%

FTE: .52

301 Active Transportation Planning

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	160,000
MCTA			
FHWA-PL	141,648		
FTA-Section 5303			
STIP – PPM	18,352		
Other			
Subtotal	160,000		
Total:	160,000	Total:	160,000

Highways, Corridors, and Routes of Regional Significance

401 Highways, Corridors, and Routes of Regional Significance

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

Objective

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

Discussion

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

State Route 99 Coordination

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

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

San Joaquin Valley Interregional Goods Movement Plan

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

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

San Joaquin Valley Goods Movement Sustainable Implementation Plan

The San Joaquin Valley Goods Movement Sustainable Implementation Plan (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.

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

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

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

State Route 99 Multimodal Corridor Plan

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

California Inland Port Feasibility Analysis – Phase III

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

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

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

Previous Work

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

Product

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

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

Tasks

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

FTE: .22

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401 Highways, Corridors, and Routes of Regional Significance

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	8,012	Direct Wages/Benefits plus Indirect:	69,853
MCTA			
FHWA-PL	61,841		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	69,853		
Total:	69,853	Total:	69,853

Programming and Financial Management

501 Transportation Program Development

502 Project Coordination and Financial Programming

Work Element 501 Transportation Program Development

Objective

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

Discussion

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

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

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

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

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

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

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

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

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

Previous Work

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

Product

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

Tasks

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

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

FTE: .53

501 Transportation Program Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	20,342	Direct Wages/Benefits plus Indirect:	177,350
MCTA			
FHWA-PL	157,008		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	177,350		
Total:	177,350	Total:	177,350

Work Element 502 Project Coordination and Financial Programming

Objective

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

Discussion

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

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

Previous Work

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

Product

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

Tasks

Task	Description and Responsible Party	% of Work
502.1	Federal/State Project Programming and Delivery Requirements <ul style="list-style-type: none"> Review and maintain Federal/State programming and delivery requirements. Responsible Party: MCTC Staff (July 2022 to June 2023)	20%
502.2	Work with Local Agencies on Federal/State Project Programming and Delivery Requirements <ul style="list-style-type: none"> Provide staff time dedicated to keeping current with all State/Federal regulations affecting project delivery and working with local agencies to ensure that project planning and programming work activities are responsive to these requirements, are timely, and are processed correctly. Responsible Party: MCTC Staff (July 2022 to June 2023)	30%
502.3	Prioritize Projects in FTIP and RTP <ul style="list-style-type: none"> Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis. Responsible Party: MCTC Staff (July 2022 to June 2023)	45%
502.4	Evaluate State Funding Programs for Applicability and Implementation <ul style="list-style-type: none"> Evaluate Strategic Growth Council's Affordable Housing and Sustainable Communities Program and other State funding programs for applicability and implementation in Madera County. Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
	Total	100%

FTE: .12

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502 Project Coordination and Financial Programming

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	33,853
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM	33,853		
Other			
Subtotal	33,853		
Total:	33,853	Total:	33,853

Data Services, Forecasting, and Modeling

601 Travel Demand Model Management

602 Air Quality Modeling

603 GIS and Mapping Resources

604 Performance Management and Data Development

605 Regional Traffic Monitoring Program

Work Element 601 Travel Demand Model Management

Objective

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

Previous Work

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

Product

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

Tasks

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

FTE: .22

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601 Travel Demand Model Management

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	11,069	On-call Consultant	95,000
MCTA		Traffic Model Support	1,500
FHWA-PL	85,431		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	96,500	Subtotal	96,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	9,218	Direct Wages/Benefits plus Indirect:	80,370
MCTA			
FHWA-PL	71,152		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	80,370		
Total:	176,870	Total:	176,870

Work Element 602 Air Quality Modeling

Objective

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

Discussion

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

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

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

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

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

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

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

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

Previous Work

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

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

Product

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

Tasks

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

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

FTE: .27

602 Air Quality Modeling

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Air Quality Consultant	9,000
MCTA			
FHWA-PL	7,968		
FTA-Section 5303			
STIP - PPM	1,032		
Other			
Subtotal	9,000	Subtotal	9,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	94,950
MCTA			
FHWA-PL	84,059		
FTA-Section 5303			
STIP - PPM	10,891		
Other			
Subtotal	94,950		
Total:	103,950	Total:	103,950

Work Element 603 GIS and Mapping Resources

Objective

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

Discussion

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

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

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

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

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

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

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

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

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

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

Previous Work

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

funding applications.

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

Product

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

Tasks

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

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

FTE: .21

603 GIS and Mapping Resources

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		GIS Support	9,000
MCTA			
FHWA-PL	7,968		
FTA-Section 5303			
STIP – PPM	1,032		
Other			
Subtotal	9,000	Subtotal	9,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	70,040
MCTA			
FHWA-PL	62,006		
FTA-Section 5303			
STIP – PPM	8,034		
Other			
Subtotal	70,040		
Total:	79,040	Total:	79,040

Work Element 604 Performance Management and Data Development

Objective

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

Discussion

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

PM 1: HSIP and Safety Performance

PM 2: Pavement and Bridge Condition Performance

PM 3: System Performance/Freight/CMAQ Performance

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

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

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

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

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

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

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

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

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

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

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

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

Previous Work

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

Product

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

Tasks

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

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

FTE: .12

604 Performance Management and Data Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	35,870
MCTA			
FHWA-PL	31,756		
FTA-Section 5303			
STIP – PPM	4,114		
Other			
Subtotal	35,870		
Total:	35,870	Total:	35,870

Work Element 605 Regional Traffic Monitoring Program

Objective

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

Discussion

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

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

Highway Performance Monitoring System (HPMS)

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

Previous Work

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

Product

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

Tasks

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

FTE: .04

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605 Regional Traffic Monitoring Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	1,032	Consultant – Traffic Counts	9,000
MCTA			
FHWA-PL	7,968		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	9,000	Subtotal	9,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	11,010
MCTA			
FHWA-PL	9,747		
FTA-Section 5303			
STIP - PPM	1,263		
Other			
Subtotal	11,010		
Total:	20,010	Total:	20,010

Public Participation Program

701 Public Participation Program

150.1 Public Outreach Coordination

Work Element 701 Public Participation Program

Objective

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

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

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

As a recipient of Federal dollars, MCTC is required to comply with Title VI of the Civil Rights Act of 1964 and ensure that services and benefits are provided on a non-discriminatory basis. MCTC has in place a Title VI Complaint Procedure, which outlines the process for local disposition of Title VI complaints and is consistent with guidelines found in the Federal Transit Administration Circular 4702.1B dated October 1, 2012. MCTC adopted a Title VI Plan with Limited English Proficiency (LEP) Plan in July 2014, the most recent updated March 2021.

Previous Work

1. Document tribal government to government relations.
2. 2016, 2021 Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments
3. San Joaquin Valley Blueprint – Vision and Values and Locally Preferred Scenario workshops.
4. Participation in the Central Valley Environmental Justice Project.
5. Conducted extensive outreach efforts with environmental justice communities as part of the 2018 RTP and Unmet Transit Needs.
6. Title VI Analysis for the 2018 RTP.
7. 2015, 2018, 2021 Title VI Plan and Limited English Proficiency Plan.
8. 2020 MCTC Public Participation Plan.
9. MCTC Social Media Policy.

Product

1. Document tribal government to government public participation.
2. Title VI Compliance and updates, as necessary.
3. Conduct extensive outreach efforts with environmental justice communities as part of the 2022 Unmet Transit Needs.
4. Maintain and improve MCTC website and social media pages.
5. Title VI Analysis for the 2022 RTP

Tasks

Task	Description and Responsible Party	% of Work
701.1	MCTC Public Participation Plan Amendment <ul style="list-style-type: none"> Amend as necessary the MCTC Public Participation Plan to comply with Federal and State Requirements Responsible Party: MCTC Staff (July 2022 to June 2023 as needed)	15%
701.2	Provide Spanish Language Translation Responsible Party: MCTC Staff and Consultant (July 2022 to June 2023 as needed)	15%
701.3	Tribal Government Consultation <ul style="list-style-type: none"> MCTC Staff will Coordinate, Consult, Collaborate with tribal governments Responsible Party: MCTC Staff (July 2022 to June 2023 as needed)	15%
701.4	Continued Consultation Policy <ul style="list-style-type: none"> Continued MCTC Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments Responsible Party: MCTC Staff (July 2022 to June 2023 as needed)	10%
701.5	Bicycle and Pedestrian Programs <ul style="list-style-type: none"> Encourage bicycle and pedestrian safety education programs Responsible Party: MCTC Staff (July 2022 to June 2023 as needed)	10%
701.6	Website and Social Media <ul style="list-style-type: none"> Maintain and improve website and social media to keep public informed about MCTC activities, public hearings, workshops, and meetings Responsible Party: MCTC Staff (July 2022 to June 2023 as needed)	15%

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701.7	Review CalEPA's EnviroScreen 4.0 and Other Analysis Tools <ul style="list-style-type: none"> Review CalEPA's EnviroScreen Version 4.0 and other relevant analysis tools as they relate to identifying disadvantaged communities, where they are concentrated and how the transportation planning process may impact these communities Responsible Party: MCTC Staff (July 2022 to June 2023)	15%
701.8	Madera Community College Collaborations <ul style="list-style-type: none"> Collaborate with the Madera Community College Center to engage student community outreach and education activities Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
Total		100%

FTE: .20

701 Public Participation Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	3,097	Public Notices	5,000
MCTA		Translation Services	2,000
FHWA-PL	23,903	SJV Website	100
FTA-Section 5303		Other Outreach Costs	19,900
STIP - PPM			
Other			
Subtotal	27,000	Subtotal	27,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	6,080	Direct Wages/Benefits plus Indirect:	53,010
MCTA			
FHWA-PL	46,930		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	53,010		
Total:	80,010	Total:	80,010

Work Element 150.1 Public Outreach Coordination

Objective

The effectiveness of regional transportation planning and programming is contingent upon meaningful awareness and inclusive involvement of interested persons, a clear understanding of transportation options, issues and constraints helps induce participation to better identify projects and policies able to address community needs. A focused public involvement process to facilitate comprehensive and coordinated planning efforts will ensure effective broad-based participation in the development and review of regional plans and programs.

Discussion

The MCTC staff will work with a consultant in developing new outreach strategies to update existing outreach guidelines and implement focused outreach activities and strategies for long-range regional transportation planning and programming efforts. The role of the selected contractor(s) will be to work with MCTC on several key areas of the comprehensive outreach process.

MCTC Public Participation Plan Update

The MCTC Public Participation Plan is a ground-up guide for how MCTC communicates and facilitates outreach in the region. MCTC staff will work with a consultant to develop updates for the plan to be adopted by the MCTC Policy Board.

The plan details MCTC's goals, strategies, and processes for providing the public and stakeholders with opportunities to understand, follow, and actively participate in the regional planning process. MCTC will use this plan as a guideline for developing outreach strategies for various programs that have a public outreach component.

Updating the Public Participation Plan will give MCTC the chance to reflect on best practices and take into consideration the ways communication and information-sharing have changed since the COVID-19 pandemic. The consultant will review and suggest new ideas to make the plan and public outreach process more inclusive, more accessible to a general audience, and more adaptable in anticipation of evolving technologies and communication practices.

Focused Outreach - Madera County 2022 Regional Transportation Plan and Sustainable Communities Strategy

MCTC staff are currently in the early stages of development for the 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) scheduled for adoption in Summer of 2022. The RTP/SCS is the long-range planning vision for the Madera County region. The RTP/SCS outlines policies, strategies, and projects for advancing the region's mobility, economy, and sustainability. The RTP/SCS will have a planning horizon

year of 2046. A key requirement of developing the RTP/SCS is engagement with a variety of important participants including the public, community organization, public agencies, the business community, elected officials, and tribal governments.

MCTC staff will be aided by a consultant who will lead and manage the public education, awareness, and participation engagement for the RTP/SCS development. These activities include but are not limited to the required statute for outreach in the development of the RTP/SCS (CGC Section 65080 - 65086.5).

A consultant will develop a look and feel or “brand” for all materials produced as part of the RTP/SCS. Developing these templates and materials early in the process will be key for creating a consistent, recognizable brand. The creation of branding will be developed in close coordination with MCTC staff to ensure compliance with universal design principles and accessibility requirements for physical and digital use.

A consultant will build and administrate an RTP/SCS webpage. The page will be developed within the host MCTC website framework or as otherwise identified as suitable by the consultant. The site will be an integral digital landing point for desktop or mobile users to access educational information about the RTP/SCS, find project updates, a schedule of upcoming events and information from past events, as well as a platform for visitors to participate in online surveys or to provide general feedback on the plan.

MCTC staff will work with a consultant to assemble and facilitate meetings for an RTP/SCS Steering Committee. The Steering Committee will be made of a diverse group of stakeholders within the County including local agencies, Caltrans, environmental justice representatives, private citizens, developers, and others. The Steering Committee will be presented information on the RTP/SCS development and be able to provide feedback and make suggestions for the plan's direction and outreach strategies with the public or other interested and affected stakeholders.

A consultant will be responsible for coordinating an array of outreach activities and events including venues booking, creation of educational materials and presentations, designing interactive workshop feedback activities and surveys, documenting outreach events and tabulating, summarizing or processing results of various feedback activities during these engagements. Specific scenario visioning activity should be designed for these events. Workshops and/or events will be held in each incorporated city in Madera County and strategically in unincorporated communities of Madera County. Accommodations or specifically focused events will be targeted for non-English speaking communities/neighborhoods or other under-represented populations. Additional meetings will be coordinated as needed with focused groups or individuals from local institutions, health services, community-based organizations or with other relevant stakeholders. The schedule of outreach activities for the RTP/SCS should revolve around key project development phases or milestones corroborated by MCTC staff focusing on introduction/education of the long-range planning process, development of the plan and scenarios and finalizing/presenting the plan and its anticipated impacts.

The RTP/SCS is a comprehensive planning document covering all applicable travel

modes in the region as well as addressing the impacts of socio-economic change. As part of the RTP/SCS development, detailed surveying and innovative data collection and feedback mechanisms need to be designed and implemented to receive feedback applicable for the plans development as well as being of use for short-term planning efforts currently being undertaken by MCTC in support of the RTP/SCS. These should be focused on housing, public transit, active transportation, commuter rail, goods movement, alternative fuel travel and other topics as deemed necessary.

The outreach process will need to be flexible and is subject to change as needed to reflect and respond to the input received as MCTC moves through the steps of updating the RTP/SCS. MCTC staff will reduce redundancy when able to do so working in tandem with a consultant with expectations of flexibility and ability to collaborate with the RTP/SCS Environmental Impact Report consultant as well as any other consultants retained for other aspects of the RTP/SCS development when necessary, throughout plan development.

A consultant created an RTP/SCS Outreach Summary Report near the end of the RTP/SCS development process. The outreach summary report is incorporated as an appendix of the RTP/SCS and referenced in the final plan.

MCTC staff will research the effectiveness of inclusive outreach and engagement activities in the regional planning process. This will include a survey to help staff understand how to improve engagement, listening sessions to receive feedback on past practices, and other feedback opportunities. The findings will help guide future actions in the planning process to ensure equitable participation, including how to increase engagement from traditionally marginalized communities.

MCTC staff will utilize lessons learned and best practices from recent regional planning activities as well as the findings from research on effectiveness of inclusive outreach and engagement activities to prepare an Equity Policy for inclusion in the MCTC Public Participation Plan.

Previous Work

1. Retained Consultant.
2. RTP/SCS Outreach Summary Report.
3. RTP/SCS Webpage.
4. Surveys and Interactive feedback tools.

Product

1. Document tribal government to government public participation.
2. Document Outreach activities.
3. Inclusive Outreach & Engagement Survey Findings
4. Equity Policy

Tasks

Task	Description and Responsible Party	% of Work
150.1.1	Outreach Activities Responsible Party: Consultant, MCTC Staff (July 2022 to June 2023)	70%
150.1.2	Provide Spanish Language Translation Responsible Party: MCTC Staff, Consultant (July 2022 to June 2023 as needed)	5%
150.1.3	Tribal Government Consultation MCTC Staff will Coordinate, Consult, Collaborate with tribal governments Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
150.1.4	Inclusive Outreach & Engagement Survey MCTC Staff will research effectiveness of outreach and engagement activities in the regional planning process Responsible Party: MCTC Staff (December 2022 to June 2023)	15%
150.1.5	Update Public Participation Plan with Equity Policy MCTC Staff will update the Public Participation Plan to include an Equity Policy based on best practices and lessons learned in the regional planning process Responsible Party: MCTC Staff (December 2022 to June 2023)	15%
	Total	100%

FTE: .19

150.1 Public Outreach Coordination

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF	581	Consultant	5,064
MCTA			
FHWA-PL	4,483		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	5,064	Subtotal	5,064

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<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	4,885	Direct Wages/Benefits plus Indirect:	42,590
MCTA			
FHWA-PL	37,705		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	42,590		
Total:	47,654	Total:	47,654

Project Administration

801 Transportation Development Act

Work Element 801 Transportation Development Act

Objective

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

Discussion

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

MCTC staff works closely with the Social Service Transportation Advisory Council (SSTAC) required by SB 498. The SSTAC will participate in the 2023-24 Unmet Transit Needs process by reviewing public testimony and submitting annual recommendations to the MCTC Policy Board regarding any unmet public transit needs in Madera County. If it is found that there are unmet transit needs which are reasonable to meet, TDA funding must be used to address those unmet needs before being released to local agencies for local streets and roads expenditures.

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

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

MCTC staff assists local agencies (including tribal governments) and attends relevant workshops in preparation of Sections 5307, 5310, 5311, and 5339 grant applications to fund purchases of new transit vehicles or provide operating funds pursuant to the

guidelines.

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

Previous Work

1. Records of LTF/STA apportionment, allocations, and claims.
2. LTF/STA fiscal and performance audits.
3. Social Services Transportation Advisory Council meetings.
4. Unmet Transit Needs Hearings.
5. 2020 Triennial Performance Audit.
6. Prop 1B: PTMISEA administration.
7. LCTOP administration.
8. SB 1 State of Good Repair administration.

Product

1. LTF/STA finding of apportionment, allocations, and claims.
2. LTF/STA fiscal audits.
3. Project Lists and Reporting for related funding programs.
4. Social Services Transportation Advisory Council meetings as required.
5. Unmet Transit Needs Hearing and staff report.
6. Documentation of FY 2023-24 Unmet Needs Process.
7. Prop 1B: PTMISEA suballocation, application processing, tracking, and reporting.
8. LCTOP allocation, application processing, tracking, and reporting.
9. SGR suballocation, project list processing, tracking, and reporting.

Tasks

Task	Description and Responsible Party	% of Work
801.1	Apportionment and Allocation <ul style="list-style-type: none"> Prepare finding of apportionment for LTF/STA and make allocations Responsible Party: MCTC Staff (May 2023)	5%
801.2	Claims <ul style="list-style-type: none"> Review and process LTF/STA claims. Review for conformance with applicable TDA law, the RTP and SRTDP Responsible Party: MCTC Staff (July 2022 to June 2023)	20%

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801.3	LTF/STA Financial Reports <ul style="list-style-type: none"> • Prepare LTF/STA financial reports Responsible Party: MCTC Staff (December 2022)	20%
801.4	SSTAC Meetings <ul style="list-style-type: none"> • Conduct meetings of the SSTAC Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
801.5	Unmet Transit Needs Hearing <ul style="list-style-type: none"> • Conduct Unmet Transit Needs Hearing Responsible Party: MCTC Staff (April 2023)	5%
801.6	Unmet Needs Staff Report <ul style="list-style-type: none"> • Prepare Unmet Needs Staff Report Responsible Party: MCTC Staff (April to May 2023)	21%
801.7	Financial Records <ul style="list-style-type: none"> • Maintain appropriate financial activity records Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
801.8	Fiscal Audits <ul style="list-style-type: none"> • Contract for appropriate fiscal audits Responsible Party: MCTC Staff (August 2022)	2%
801.9	PTMISEA Administration <ul style="list-style-type: none"> • Administer Prop 1B transit program – PTMISEA Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
801.10	Development of Project Application Assistance <ul style="list-style-type: none"> • Assist local agencies in development of project applications for Section 5311, 5311 (f), Section 5310; Section 5304; Section 5307; Section 5339 Responsible Party: MCTC Staff (July 2022 to June 2023)	2%
801.11	LCTOP Administration <ul style="list-style-type: none"> • Administer LCTOP program Responsible Party: MCTC Staff (July 2022 to June 2023)	5%

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801.12	SGR Administration • Administer SGR program Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
	Total	100%

FTE: .33

801 Transportation Development Act

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	28,000	Audits	11,000
MCTA		Translation Services	2,000
FHWA-PL		Public Notices	1,000
FTA-Section 5303		Other Costs	14,000
STIP - PPM			
Other			
Subtotal		Subtotal	28,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	57,280	Direct Wages/Benefits plus Indirect:	57,280
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	57,280		
Total:	85,280	Total:	85,280

Other Activities

901 Lobbying

902 Other

Work Element 901 Lobbying

Objective

To allow for Board and staff representation at State and Valley wide transportation conferences and events as well as legislative tracking and reporting.

Discussion

To allow for Board and staff representation at State and Valley wide conferences and events. To provide Policy Board members with a stipend and travel for attendance of Policy Board meetings.

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

Staff provides legislative tracking and reporting.

Previous Work

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

Product

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

Tasks

Task	Description and Responsible Party	% of Work
901.1	Valley Voice Program <ul style="list-style-type: none">• Annual advocacy trips to Sacramento and Washington D.C. Responsible Party: MCTC Staff (September 2022 to March 2023)	65%
901.2	Legislative tracking <ul style="list-style-type: none">• Legislative tracking and reporting Responsible Party: MCTC Staff July 2022 to June 2023	5%

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901.3	CALCOG Conference and meetings <ul style="list-style-type: none"> State and Valley wide transportation conferences and events Responsible Party: MCTC Staff April 1, 2023 to April 30, 2023	10%
901.4	CALCOG Annual Fees Responsible Party: MCTC Staff June 2023	20%
	Total	100%

FTE: .04

901 Lobbying

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	75,000
MCTA		Other Costs	17,190
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	92,190		
Subtotal	92,190	Subtotal	92,190
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	7,810
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	7,810		
Subtotal	7,810		
Total:	100,000	Total:	100,000

Work Element 902 Other

Objective

To provide information to travelers about transportation services available within Madera County and to encourage the use of alternatives to single occupant commuting. Conduct the freeway service patrol in cooperation with Caltrans and the California Highway Patrol, to remove minor incidents rapidly, thereby reducing congestion, secondary accidents, and vehicle emissions.

Discussion

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

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

MCTC staff is working with a variety of partners on the development of off-model transportation tools. These tools can be utilized in many planning areas MCTC works within including ridesharing/vanpooling, alternative fuel inventory and access, transportation incentive programs, telecommuting and other traffic demand or control measures. These transportation strategies are not traditionally able to be accounted for in MCTC's technical planning framework however the benefits from these transportation investments and strategies are important and should be conveyed as such in an array of MCTC plans including but not limited to the RTP/SCS, Regional ATP Plan and the Madera Region Short Range Transit Plan.

CalVans

MCTC is a member of the California Vanpool Authority (CalVans) JPA. The expansion of Kings County's Agricultural Industries Transportation Services (AITS) vanpool program into neighboring counties and beyond emphasized the need for a representative entity that

can oversee, adjust, and make improvements to the system. The CalVans JPA was created to fund, operate, and otherwise manage public transportation projects and programs aimed at providing qualified agricultural workers with safe and affordable transportation between home and work. Though aimed at providing transportation for agricultural workers, the CalVans program supplies vans for students and employees of other businesses around the valley. CalVans operates as a Public Transit Agency.

Freeway Service Patrol

The Service Patrol (FSP) are roaming tow and service trucks that patrol pre-determined beats to assist motorists in aid. The goal of FSP is to alleviate traffic congestion problems by removing disabled vehicles and cleaning minor collisions and debris from the roadway. Typically, FSP is deployed in more urban and metropolitan areas of the state Monday through Friday during peak commute hours to provide congestion relief, safety, and air quality benefits by:

- Reducing traffic jams through prompt removal of stalled cars
- Reducing the chance of further accidents and bottlenecks caused by impatient drivers and on-lookers
- Assisting local emergency services under CHP direction
- Saving fuel and cutting air pollution emissions by reducing stop-and-go traffic
- Keeping narrowed lanes clear during highway construction projects

Freeway Service Patrol Background

The first Freeway Service Patrol (FSP) program was piloted in Los Angeles and was later expanded into other regions by State legislation in 1991. FSP is a joint program provided by the California Department of Transportation (Caltrans), the California Highway Patrol (CHP) and the local partner agencies/transportation agency. The FSP program is a free service of privately owned tow trucks under contract that patrol designated routes on congested urban freeways. Typically, FSP operates Monday through Friday during peak commute hours, and all day in pre-designated freeway corridors it is becoming more commonplace for FSP to operate during the midday and on weekends/holidays in addition to the weekday peak period service.

The goal of the statewide FSP program is to maximize the effectiveness of the freeway transportation system. FSP is a congestion management tool which strategically addresses commute traffic pattern problems. Deployment of the FSP tow trucks is driven by congestion patterns in major metropolitan areas.

The goal is accomplished by the expeditious removal of disabled/stranded vehicles from the freeway. Removing obstructions on the freeways as rapidly as possible has a positive impact on traffic volumes by eliminating problems which contribute to non-recurrent congestion.

The effectiveness of the statewide FSP program is assessed by calculating the annual benefit/cost (B/C) ration of each FSP beat. First, the annual savings in incident delay, fuel consumption and air pollutant emissions due to FSP service are calculated based on the

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

Services provided by the FSP include:

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

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

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

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

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

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

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

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

Intelligent Transportation Systems (ITS)

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

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

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

Previous Work

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

Product

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

Freeway Service Patrol program.

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

Tasks

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

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

FTE:.09

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902 Other

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	14,072	Board Costs and Other Expenses	14,072
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
SJV REAP HOUSING			
Other			
Subtotal	14,072	Subtotal	14,072
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	30,088	Direct Wages/Benefits plus Indirect:	30,088
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	30,088		
Total:	44,160	Total:	44,160

Overall Work Program

1001 Overall Work Program

Work Element 1001 Overall Work Program

Objective

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

Discussion

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

Previous Work

MCTC Overall Work Program and Budget.

Product

1. 2023-24 MCTC Overall Work Program and Budget.
2. Quarterly Reports.

Tasks

Task	Description and Responsible Party	% of Work
1001.1	OWP Development <ul style="list-style-type: none">Initiate OWP development processReview IPG and State OWP Guidelines Responsible Party: MCTC Staff (November 2022 to February 2023)	35%
1001.2	Project Identification <ul style="list-style-type: none">Identify local project needs through public input Responsible Party: MCTC Staff (October 2022 to February 2023)	15%
1001.3	Circulation <ul style="list-style-type: none">Develop and circulate Draft OWP and Budget for public and agency review Responsible Party: MCTC Staff (February 2023 to March 2023)	15%

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1001.4	Adoption <ul style="list-style-type: none"> Complete OWP Adopt OWP with compliance certifications and process agreement Responsible Party: MCTC Staff (April 2023)	5%
1001.5	Reporting <ul style="list-style-type: none"> Complete Quarterly Reports Responsible Party: MCTC Staff (Quarterly July 2022 to June 2023)	30%
	Total	100%

FTE: .18

1001 Overall Work Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	41,900	Direct Wages/Benefits plus Indirect:	41,900
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal			
Total:	41,900	Total:	41,900

Measure “T” Administration

1101 MCTA Administration

Work Element 1101 MCTA Administration

Objective

To provide effective administrative and fiscal support to the Madera County Transportation Authority pursuant to the enabling legislation and adopted authority procedures.

Discussion

The Madera County Transportation Authority was formed in 2007 (approved by Madera County voters in November 2006) and is responsible for administering the proceeds of the 1/2 percent sales tax enacted in Measure "T". The Authority contracts with MCTC for provision of the Measure "T" Investment Plan and Annual Work Program, agency administrative functions, and funds administration. The Executive Director also serves as the Authority's Executive Director and performs all staff administrative functions required to support the activities of the Authority.

The Authority produces an annual report of Measure T activities, which is widely distributed to the public and other interested stakeholders by mail and posted on the MCTA website.

The Authority also provides staffing for the Measure T Citizens' Oversight Committee, an appointed body of community representatives that provide independent review and oversight of Authority compliance audits. The Committee issues an Annual Report to the Public summarizing Authority audit findings and recommendations presented to the Authority board.

Previous Work

1. Meetings of the Madera County Transportation Authority and Technical Advisory Committee.
2. Annual Fiscal Audits.
3. 2021 Strategic Plan
4. MCTA Policies and Procedures.
5. Organization and administration of Citizens' Oversight Committee.
6. Planning, Programming, and Monitoring of Measure "T" projects and develop financial analysis and cash flow analysis.

Product

1. Annual Fiscal Audits (approx. \$11,000).
2. Review and process project claims.
3. Prepare financial reports.
4. MCTA Operating Budget.

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

Tasks

Task	Description and Responsible Party	% of Work
1101.1	Conduct MCTA and TAC meetings Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
1101.2	Prepare MCTA Budget Responsible Party: MCTC Staff (May 2023)	5%
1101.3	Maintain MCTA financial records Responsible Party: MCTC Staff (July 2022 to June 2023)	20%
1101.4	Review and process project claims Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
1101.5	Prepare Annual Work Program Responsible Party: MCTC Staff (September 2022, June 2023)	25%
1101.6	Administration of Citizens' Oversight Committee Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
1101.7	Conduct Fiscal Audit Responsible Party: MCTC Staff (October to December 2022)	10%
1101.8	Planning, programming, and monitoring of Measure "T" projects Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
1101.9	Attend conferences including Focus on the Future (November 2022)	5%
	Total	100%

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FTE: .26

1101 MCTA Administration

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Financial Assistance, Audits, Annual Report	25,000
MCTA	242,841	Conf/Travel/Other Costs	23,000
FHWA-PL		Consultant	194,841
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	242,841	Subtotal	242,841
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	51,475
MCTA	51,475		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	51,475		
Total:	294,316	Total:	294,316

Acronyms

AB	Assembly Bill
ADA	Americans with Disabilities Act
AWP	Annual Work Program
CAG	County Association of Governments
CALTRANS	California Department of Transportation
CAPTl	Climate Action Plan for Transportation Infrastructure
CATX	Chowchilla Area Transit Express
CIP	Capital Improvement Plan
CMAQ	Congestion Mitigation Air Quality
COG	Council of Governments
CTC	California Transportation Commission
DBE	Disadvantaged Business Enterprise
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FAST ACT	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTE	Full Time Equivalent
FTIP/TIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas
GIS	Geographic Information System
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act
IIP	Interregional Improvement Plan
IPG	Intermodal Planning Group
LTF	Local Transportation Fund
MAP 21	Moving Ahead for Progress in the 21st Century
MCC	Madera County Connection
MCTA	Madera County Transportation Authority
MCTC	Madera County Transportation Commission
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization

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OWP	Overall Work Program
PAC	Policy Advisory Committee
PM-2.5	Particulate Matter (2.5 micros or less)
PM-10	Particulate Matter (10 microns or less)
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB	Senate Bill
SIP	State Implementation Plan
SJVAPCD	San Joaquin Valley Air Pollution Control District
SHOPP	State Highway Operation and Protection Program
S RTP	Short Range Transit Plan
SSTAC	Social Service Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
TAB	Transit Advisory Board
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zones
TCM	Traffic Control Measures
TDA	Transportation Development Act
TDP	Transit Development Plan
VMT	Vehicle Miles Traveled
YARTS	Yosemite Area Regional Transportation System
YATI	Yosemite Area Transportation Information

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

Item 8-8-A.

New Work Elements	Prior Year Work Elements
101 Regional Transportation Plan / Sustainable Communities and Environmental Report	100 Regional Transportation Plan and Environmental Impact Report
102 Regional Housing Planning Program	102 Regional Housing Planning Program
103 Zero-Emission Vehicle Readiness and Implementation Plan	908 Zero-Emission Vehicle Readiness and Implementation Plan
104 Oakhurst Multi-modal Mobility Study	New Work Element
201 Transit	130 Public Transportation
202 Rail	140 Other Modal Elements
301 Active Transportation Planning	140 Other Modal Elements
401 Highways, Corridors, and Routes of Regional Significance	120 Goods Movement and Highways Planning
501 Transportation Program Development	200 Transportation Development Program
502 Project Coordination and Financial Programming	122 Project Coordination and Financial Planning
601 Travel Demand Model Management	110 Regional Planning Database 112 Regional Transportation Modeling
602 Air Quality Modeling	113 Air Quality Transportation Planning
603 GIS and Mapping Resources	110 Regional Planning Database
604 Performance Management and Data Development	101 Performance Measures
605 Regional Traffic Monitoring Program	111 Traffic Monitoring Program
701 Public Participation Program	150 Public Participation Program
801 Transportation Development Act	901 Transportation Funds Administration
901 Lobbying	907 Board Costs and Other Expenses
902 Other	151 Alternative Transportation Activities 140 Other Modal Elements
1001 Overall Work Program	902 Overall Work Program
1101 MCTA Administration	910 MCTA Administration

Madera County Transportation Commission
2022-23 Amended Budget
 18-Nov-22

Revenues	22-23 Budget	Amend #1	Amend #2	Amend #3	Amended Budget
FHWA PL	\$785,093	\$15,120			\$800,213
FHWA PL Carryover	\$154,689	\$79,160	\$54,989		\$288,838
FTA 5303	\$61,051	(\$5,603)		\$12,372	\$67,820
FTA 5303 Carryover	\$13,844	(\$4,262)	(\$840)		\$8,742
HR 133 PPM	\$0				\$0
STIP Carryover	\$0				\$0
STIP Planning	\$78,000				\$78,000
SB-1 Sustainable Communities 22-23	\$164,209	\$3,332			\$167,541
SB-1 Sustainable Communities 21-22	\$69,514	\$12,922	(\$81)		\$82,355
SB-1 Sustainable Communities 20-21	\$0	\$15,456	(\$99)		\$15,357
REAP Housing	\$228,653	\$7,323	(\$2,051)		\$233,925
TDA Carryover	\$48,087	(\$1,029)	\$214	(\$47,272)	\$0
TDA Administration	\$120,000				\$120,000
TDA Planning	\$181,098			(\$4,575)	\$176,523
Member Assessment Fees	\$100,000	\$1,645	(\$1,645)		\$100,000
MCTA Carryover	\$14,382	(\$9,786)	\$1,612		\$6,208
MCTA	\$158,193	\$135,570	(\$3,524)	(\$2,131)	\$288,108
Other	\$0				\$0
Total Revenues	\$2,176,813	\$249,848	\$48,575	(\$41,606)	\$2,433,630
Non-cash information					
Toll Credits (PL)	\$0				\$0
Toll Credits (5303)	\$0				\$0
Expenses	22-23 Budget				Amended Budget
Salaries & Benefits					
Salaries	\$777,578	\$4,810			\$782,388
ICMA 401(a)	\$115,285	\$722			\$116,007
FICA, Employer	\$45,958	\$440			\$46,398
Medicare	\$11,274	\$69			\$11,343
Worker's Compensation	\$5,286	(\$1,374)	(\$157)		\$3,755
Health	\$146,528	\$3,800	\$971		\$151,299
Unemployment Insurance	\$1,120				\$1,120
Subtotal Salaries & Benefits	\$1,103,029	\$8,467	\$814	\$0	\$1,112,310
	Direct	\$573,871			\$576,470
	Indirect	\$529,158			\$535,840
Indirect Costs					
Advertising/Publications	\$2,000				\$2,000
Auto & Cell Allowance	\$4,200				\$4,200
Computer Software	\$7,000	\$1,000			\$8,000
Conference/Training/Education	\$8,000				\$8,000
Equipment Leases	\$9,000				\$9,000
Bldg/Equip. Maint. & Repairs	\$4,000				\$4,000
Insurance	\$1,000				\$1,000
Janitorial Services	\$2,000				\$2,000
Legal Services	\$20,000				\$20,000
MCTC Audit	\$23,000				\$23,000
Membership Fees	\$2,000				\$2,000
Miscellaneous	\$6,000				\$6,000
Office Furniture	\$2,000				\$2,000
Office Supplies	\$6,000				\$6,000
Postage	\$1,000				\$1,000
Rent	\$71,000	(\$1,000)			\$70,000
Technology Related Equipment & Repairs	\$31,000				\$31,000
Telephone/Internet/Website	\$14,000	\$1,000			\$15,000
Travel Expenses	\$4,000				\$4,000
Utilities	\$9,000				\$9,000
Valley Coordination	\$6,800				\$6,800
Subtotal Indirect Costs	\$233,000	\$1,000	\$0	\$0	\$234,000
Other Direct Costs					
Air Quality (Consultant)	\$8,000	\$1,000			\$9,000
Board Costs and Other Costs	\$31,000			\$262	\$31,262
Consultant (SR 41 Corridor Study)	\$0				\$0
Consultant (SB-1 Planning Grant)	\$251,284	\$31,396	(\$94)		\$282,586
Consultant (Household Travel Survey)	\$0				\$0
Consultant (Public Outreach Coordination)	\$0	\$46,932		(\$41,868)	\$5,064
Consultant (Regional Housing Program)	\$200,000	\$23,720	(\$2,045)		\$221,675
Consultant (Socioeconomic Study)	\$0				\$0
Consultant (Measure Renewal)	\$75,000	\$119,841			\$194,841
Consultant (Lobbying&Intergovernmental)	\$72,000	\$3,000			\$75,000
MCTA Conference(s)/Travel	\$2,500	\$2,500			\$5,000
MCTA Fin Asst/Audits/Annual Report	\$25,000				\$25,000
MCTA Project Development	\$10,000				\$10,000
MCTC TDA Audits	\$11,000				\$11,000
MCTC TDA Other Admin Costs	\$15,000	(\$5,000)			\$10,000
Model Update	\$0				\$0
Other MCTA Costs	\$4,000	\$4,000			\$8,000
Planning Grant Match	\$0				\$0
Public Participation Program	\$30,000				\$30,000
RTP EIR	\$20,000	\$10,392			\$30,392
RTP/SCS Development	\$20,000				\$20,000
Technical/Modeling On-Call Services	\$50,000		\$45,000		\$95,000
Traffic Model & GIS Support	\$4,500	\$1,500	\$4,500		\$10,500
Traffic Monitoring Program	\$7,500	\$1,100	\$400		\$9,000
Translation Services	\$4,000				\$4,000
Triennial Performance Audits	\$0				\$0
Subtotal Other Direct Costs	\$840,784	\$240,381	\$47,761	(\$41,606)	\$1,087,320
Total Expenses	\$2,176,813	\$249,848	\$48,575	(\$41,606)	\$2,433,630
	\$0	\$0	\$0	\$0	\$0

FY 2022-23 Overall Work Program

				Funds Available by Revenue Source												Total
	MCTC	Other	Total	MCTC LTF	Member Assessment	MCTA	STIP PPM	SJV REAP Housing	SB-1 Sustainable Communities	FHWA PL	FHWA PL Carryover 19-20	FHWA PL Carryover 20-21	FHWA PL Carryover 21-22	FTA 5303	FTA 5303 Carryover 21-22	
Carryover Prior Years				185,480		6,208	0	233,925	97,712	0	42,188	61,841	184,809	0	8,742	820,905
Current Year Allocation				301,098	100,000	288,108	78,000	0	167,541	800,213	0	0	0	67,820	0	1,802,780
Carryover to Future Year				(190,055)												(190,055)
Total Available Funds	1,346,310	1,087,320	2,433,630	296,523	100,000	294,316	78,000	233,925	265,253	800,213	42,188	61,841	184,809	67,820	8,742	2,433,630

11/18/2022 13:34	Expenditures by Agency			Expenditures by Revenue Source												Total
	MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	Member Assessment	MCTA	STIP PPM	Federal Carryover Match - PPM	SJV REAP Housing	SB-1 Sustainable Communities	FHWA PL	FHWA PL Carryover 19-20	FHWA PL Carryover 20-21	FHWA PL Carryover 21-22	
101 Regional Transportation Plan	187,250	50,392	237,642	20,576	6,682			0				158,813			51,571	237,642
102 Regional Housing Planning Program	12,250	221,675	233,925	0	0			0		233,925		0				233,925
103 ZEV Readiness & Implementation Plan FY 21-22	5,819	87,206	93,025	10,670				0			82,355	0				93,025
104 Oakhurst Multimodal Corridor Study FY 22-23	9,300	179,948	189,248	21,707				0			167,541	0				189,248
905.2 Project Prioritization Study 20-21	1,915	15,432	17,347	1,990				0			15,357	0				17,347
201 Transit Planning	86,482		86,482	8,787	1,133			0				0				86,482
202 Rail Planning	25,845		25,845	25,845				0				0				25,845
301 Active Transportation Planning - CS	160,000		160,000	0				18,352				141,648				160,000
401 Routes, Corridors, and Routes of Regional Significance	69,853		69,853	0	8,012			0				0		61,841		69,853
501 Transportation Development Program	177,350		177,350	20,342				0				157,008				177,350
502 Project Coordination & Financial Programming	33,853		33,853	0				33,853				0				33,853
601 Travel Demand Model Management	80,370	96,500	176,870	9,218	11,069			0				71,152			85,431	176,870
602 Air Quality Modeling	94,950	9,000	103,950	0				10,891	1,032			84,059			7,968	103,950
603 GIS and Mapping Resources	70,040	9,000	79,040	0				8,034	1,032			62,006			7,968	79,040
604 Performance Management and Data Development	35,870		35,870	4,114	0			0				31,756				35,870
605 Regional Traffic Monitoring Program	11,010	9,000	20,010	1,263	1,032			0	0			9,747			7,968	20,010
701 Public Participation Program	53,010	27,000	80,010	6,080	3,097			0				46,930			23,903	80,010
150.1 Public Outreach Coordination	42,590	5,064	47,654	0	5,466			0				0	42,188			47,654
801 Transportation Funds Administration	57,280	28,000	85,280	85,280				0				0				85,280
901 Lobbying	7,810	92,190	100,000	0		100,000		0				0				100,000
902 Other Activities	30,088	14,072	44,160	44,160				0				0				44,160
1001 Overall Work Program	41,900		41,900	0				4,806				37,094				41,900
1101 MCTA Administration	51,475	242,841	294,316	0			294,316	0				0				294,316
Total Expenditures	1,346,310	1,087,320	2,433,630	260,032	36,491	100,000	294,316	75,936	2,064	233,925	265,253	800,213	42,188	61,841	184,809	2,433,630
				296,523				78,000					1,089,051		76,562	



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 9-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

2023 Meeting Schedule

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Included in your packet is the schedule for the 2023 Madera County Transportation Authority Meetings.

FISCAL IMPACT:

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



2023
MEETING SCHEDULE FOR
MADERA COUNTY TRANSPORTATION AUTHORITY

*Meetings will be held in the Madera County Transportation Commission's
 Conference Room*

Commencing at 3:00 p.m.

January18	July 19
February22	August23
March22	September20
April19	October..... 25*
May.....17	November.....22*
June21	December 20*

August and December are normally scheduled recesses. If there is a need for a meeting, the date shown for that month will be used.

**4th Wednesday*

**Dates may change*



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 9-B

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 14

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 14

SUMMARY:

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTA Policy Board approve Resolution 21-1 Amendment No. 14, allowing for continued remote teleconferenced public meetings for all MCTC Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

FISCAL IMPACT:

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

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

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

Resolution No.: **21-1**
Amendment No. 14

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

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

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

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

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

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

WHEREAS, the Policy Board previously adopted Resolution 21-1 on September 30, 2021, finding that the requisite conditions exist for the Policy Board and its committees to conduct remote teleconference meetings without compliance with paragraph (3) of subdivision (b) of section 54953; and

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

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

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

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

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

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

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

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

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

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

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

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

The foregoing resolution was adopted this 23rd day of November, 2022 by the following vote:

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

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 10-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Public Hearing: Measure T FY 2022-23 Annual Work Program

Enclosure: Yes

Action: Approve the 2022-23 Measure "T" Annual Work Program and the disbursement of interest earned through June 30, 2022

SUMMARY:

Per Authority policy, the Annual Work Program (AWP) is prepared annually and serves as the annual funding authority for the Measure "T" program. The AWP recognizes funds available for projects according to the Measure "T" Investment Plan and outlines each local jurisdiction's Annual Expenditure Plan with respect to the available funds. Also, staff is asking for approval to release and disburse any interest earned through June 30, 2022.

FISCAL IMPACT:

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



ANNUAL WORK PROGRAM

Fiscal Year
2022-23

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INTRODUCTION

In November 2006 Madera County voters approved Measure “T”, which allowed a new Transportation Authority to impose a ½ cent retail transaction and use tax for 20 years (between April 1, 2007 and March 31, 2027). This sales tax measure will provide approximately \$217 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) - \$110.67 million or 51%.

Authorizes major new projects to:

- Improve freeway interchanges
- Add additional lanes
- Increase safety as determined by the local jurisdictions
- Improve and reconstruct major commute corridors

These projects provide for the movement of goods, services, and people throughout the County. Major highlights of this Program include the following:

- **\$56.42 million** (approximately 26% of the Measure) is directed to fund capacity increasing projects and to leverage federal and State funding.
- **\$54.25 million** (approximately 25% of the Measure) is available for rehabilitation, reconstruction, and maintenance of sections of regional streets and highways.

Funds can be used for all phases of project development and implementation. This funding program requires new growth and development within the County and each of the cities to contribute to street and highway project costs through local mandatory Traffic Impact Fee (TIF) programs. Funds collected by the local agencies through the TIF programs will provide at least 20% of the funds needed to deliver Tier 1 Projects over the Measure funding period (2007 through 2027). Specific Regional Transportation Program highlights and implementing guidelines are also described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

2. SAFE ROUTES TO SCHOOLS AND JOBS PROGRAM (Local Transportation Program) - \$95.48 million or 44%.

The goal is to improve each individual City's and the County's local transportation systems. Several funding programs are included:

- **\$47,197,500** (approximately 21.75%) has been guaranteed to each city and the County to meet scheduled maintenance needs and to rehabilitate the aging transportation system.
- Another **\$47,197,500** of "flexible" funding is provided to the local agencies for any transportation project they feel is warranted including:
 - Fill potholes
 - Repave streets
 - County Maintenance District Area improvements
 - Add additional lanes to existing streets and roads
 - Improve sidewalks
 - Traffic control devices to enhance student and public safety
 - Enhance public transit
 - Construct bicycle and pedestrian projects and improvements
 - Separate street traffic from rail traffic

The local agencies in Madera County know what their needs are and how best to address those needs.

- About **\$1.085 million** (approximately 0.5%) is provided to fund local agencies for the ADA Compliance Program including curb cuts and ramps to remove barriers, as well as other special transportation services.

Funds can be used for all phases of project development and implementation. Specific Local Transportation Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

3. TRANSIT ENHANCEMENT PROGRAM (Public Transportation Program) - \$4.34 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:

- **\$3.97 million** (1.83% of Measure funding) is provided to the three (3) transit agencies within the County based upon service area population. Madera County would receive approximately **\$2.0 million** or .92% of Measure funds, the City of Chowchilla would receive **\$0.3 million** or 0.14%, and the City of Madera would receive **\$1.67 million** or 0.77%. The transit agencies would use the funds to address major new expansions of the express, local, and feeder bus services including additional:
 - Routes
 - Buses (including low emission)
 - Night and weekend service
 - Bus shelters and other capital improvements

- Safer access to public transit services
 - Carpools
- The remaining **\$370,000** (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 - \$4.34 million or 2%.

This program's goal is to improve air quality and the environment through four (4) important programs:

- Environmental Mitigation
- Air Quality (including road paving to limit PM₁₀ and PM_{2.5} emissions)
- Bicycle/Pedestrian Facilities
- Car/Van Pools

The linkage between air quality, environmental mitigation, and transportation is stressed and consequently, the local agency may direct the funds to the four (4) categories listed above as they desire. Specific Environmental Enhancement Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

5. ADMINISTRATION AND PLANNING PROGRAM - \$2.17 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 2022-23 Measure T Allocation

Gross Allocation	15,000,000.00
Deductions	0.00
Net Allocation	<u>15,000,000.00</u>

Jurisdiction	Population	Rate
County	77,818	0.4944
Madera	65,843	0.4183
Chowchilla	13,735	0.0873
	<u>157,396</u>	

<i>Measure T Programs</i>	<i>Percent</i>	<i>Amount</i>	<i>County Allocation</i>	<i>Madera Allocation</i>	<i>Chowchilla Allocation</i>	<i>MCTA Allocation</i>
Commute Corridors/Farm to Market	51.00%	\$ 7,650,000.00				
Regional Streets and Highways Program	26.00%	\$ 3,900,000.00				\$ 3,900,000.00
Regional Rehab	25.00%	\$ 3,750,000.00	\$ 1,854,033.77	\$ 1,568,726.33	\$ 327,239.90	
Safe Routes to School & Jobs	44.00%	\$ 6,600,000.00				
Street Maintenance	13.00%	\$ 1,950,000.00	\$ 964,097.56	\$ 815,737.70	\$ 170,164.74	
County Maint. District, Suppl. Street Maint.	8.75%	\$ 1,312,500.00	\$ 648,911.82	\$ 549,054.21	\$ 114,533.97	
Flexible (*Funds impounded by MCTA)	21.75%	\$ 3,262,500.00	\$ 1,613,009.38	\$ 1,364,791.92	\$ 284,698.70	\$ 3,262,500.00
ADA Compliance	0.50%	\$ 75,000.00	\$ 37,080.68	\$ 31,374.52	\$ 6,544.80	
Transit Enhancement Program	2.00%	\$ 300,000.00				
Madera County	0.904752%	\$ 135,712.80	\$ 135,712.80			
City of Madera	0.765489%	\$ 114,823.35		\$ 114,823.35		
City of Chowchilla	0.159759%	\$ 23,963.85			\$ 23,963.85	
ADA/Seniors/Paratransit	0.17%	\$ 25,500.00	\$ 12,604.43	\$ 10,667.34	\$ 2,225.23	
Environmental Enhancement Prog.	2.00%	\$ 212,000.00	\$ 148,322.71	\$ 125,498.10	\$ 26,179.19	
Administration/Planning	1.00%	\$ 106,000.00				\$ 150,000.00
		TOTAL	\$ 3,800,766.77	\$ 3,215,881.55	\$ 670,851.68	\$ 7,312,500.00

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	\$2,272,975	\$608,652	\$3,900,000	\$0	\$5,667,383	\$1,114,244
Flexible Program	\$3,369,940	\$0	\$3,262,500	\$0	\$5,388,893	\$1,243,547
Admin/Planning/Other	\$6,208	\$24,688	\$150,000	\$194,841	\$296,447	\$79,290
TOTALS	\$5,649,123	\$633,340	\$7,312,500	\$194,841	\$11,352,723	\$2,437,081

County of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$9,739,864	\$310,134	\$1,854,034	\$10,904,032	\$1,000,000
Safe Routes to School & Jobs (Local)	\$5,851,230	\$276,020	\$1,650,090	\$6,164,330	\$1,613,010
Transit Enhancement Program (Public)	\$1,057,137	\$24,811	\$148,320	\$1,081,948	\$148,320
Environmental Enhancement Program	\$154,429	\$24,811	\$148,323	\$327,563	\$0
TOTALS	\$16,802,660	\$635,776	\$3,800,767	\$18,477,873	\$2,761,330

City of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$9,612,464	\$257,722	\$1,568,726	\$8,229,172	\$3,209,740
Safe Routes to School & Jobs (Local)	\$2,641,682	\$229,372	\$1,396,167	\$1,869,000	\$2,398,221
Transit Enhancement Program (Public)	\$627,607	\$20,618	\$125,490	\$0	\$773,715
Environmental Enhancement Program	\$317,358	\$20,618	\$125,498	\$242,919	\$220,555
TOTALS	\$13,199,111	\$528,330	\$3,215,881	\$10,341,091	\$6,575,231

City of Chowchilla

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$65,822	\$49,358	\$327,240	\$52,715	\$389,705
Safe Routes to School & Jobs (Local)	\$732,096	\$43,928	\$291,244	\$673,713	\$393,555
Transit Enhancement Program (Public)	\$43,593	\$3,949	\$26,189	\$24,392	\$49,339
Environmental Enhancement Program	\$43,593	\$3,949	\$26,179	\$73,721	\$0
TOTALS	\$885,104	\$101,184	\$670,852	\$824,541	\$832,599

LOCAL AGENCY ANNUAL EXPENDITURE PLANS

The 20-year measure funding is expected to generate approximately a total of \$217,000,000. 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 2022-23 a total of \$15,000,000 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

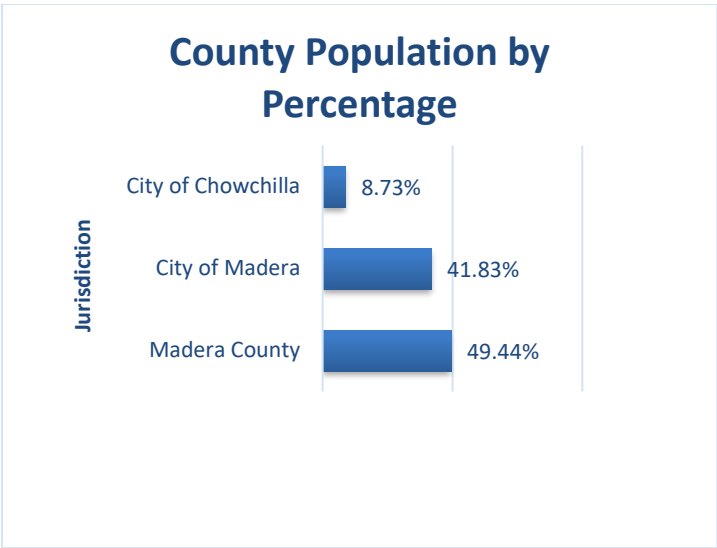
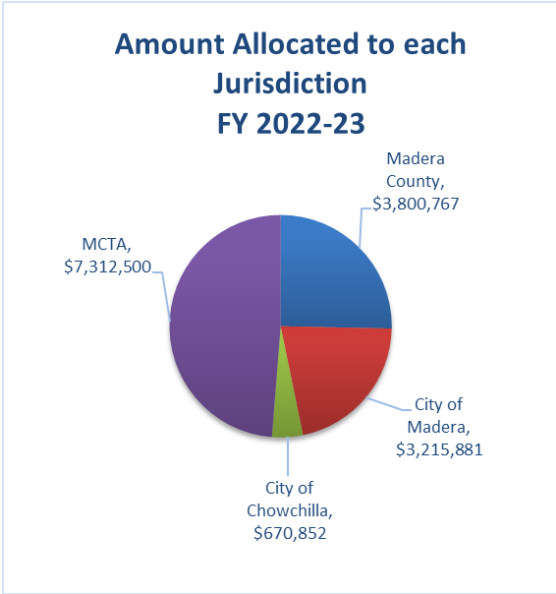


Figure 2



The following pages indicate how each jurisdiction is planning to spend their 2022-23 allocation.

Madera County Transportation Authority

Measure T Annual Expenditure Plan

Fiscal Year 22-23



<u>Commute Corridors/Farm to Market (Regional)</u>				<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>
<u>Regional Streets and Highways Program</u>				\$2,272,975	\$608,652	\$3,900,000	\$0	\$6,781,627
Project	Environmental Studies & Permits	Right of Way	Plans, Specifications, & Estimates	Construction	Misc.	Total		
							\$	0
SR 41 Passing Lanes							\$	0
Road 200 – Fine Gold Creek Bridge				\$ 4,127,500			\$	4,127,500
Bond Debt Service						\$ 1,539,883	\$	1,539,883
Reserve for Next Fiscal Year							\$	1,114,244
				Total Projects			\$	6,781,627
				Balance			\$	-
<u>Administration/Planning Program</u>		<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Other</u>	<u>Available</u>		
<u>MCTA</u>		\$6,208	\$24,688	\$150,000	\$194,841	\$375,737		
<u>Project</u>		<u>Budget</u>						
Salaries & Benefits		\$ 53,606						
Audits, Fin. Asst.		\$ 25,000						
MCTA Conf/Travel/Other		\$ 13,000						
Renewal Plan		\$ 194,841						
General Proj Dev Costs		\$ 10,000						
Total Projects		\$ 296,447						
Balance		\$ 79,290						

Measure T 2022-23 Annual Work Program

Other Funds Allocated to MCTACarryoverExcessAllocationBond/OtherAvailable**Other Funds (Flexible,
Impact Fees, Local)**

\$3,369,940

\$0

\$3,262,500

\$0

\$6,632,440

<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	\$ -	\$ -	\$ 1,200,000	\$ -	\$ -	\$ 1,200,000
SR 41 Passing Lanes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR99 Widening – Ave 12 to 17	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ 1,000
Road 200 – Fine Gold Creek Bridge	\$ 200,000	\$ 100,000	\$ 300,000	\$ 2,852,500	\$ -	\$ 3,452,500
Bond Debt Service					\$ 735,393	\$ 735,393
Reserve for Next Fiscal Year						\$ 1,243,547

Total Projects

\$ 6,632,440

Balance

\$ -

	<u>Environmental Studies & Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, & Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
County of Madera						
Flexible Account	\$ 200,000	\$ 100,000	\$ 300,000	\$ 2,852,500		\$ 3,452,500
Impact Fees						\$ -
Local Funds						\$ -
City of Madera						
Flexible Account		\$ 1,000				\$ 1,000
Impact Fees						\$ -
Local Funds						\$ -
City of Chowchilla						
Flexible Account			\$ 1,200,000			\$ 1,200,000
Impact Fees						\$ -
Local Funds						\$ -

Measure T 2022-23 Annual Work Program

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***Measure T Projects Programmed in STIP-Regional Program Phase I**

	<u>Prior</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
SR 99/Ave 12 Interchange							
Measure T Regional	\$ 7,657,000						\$ 7,657,000
Flexible Program	\$ 3,920,000						\$ 3,920,000
Route 99 Bond	\$ 50,402,000		\$ 9,000,000				\$ 59,402,000
STIP	\$ 22,823,000			\$ 5,295,000			\$ 28,118,000
							\$ 99,097,000
Ellis Ave. Overcrossing							
Measure T Regional	\$ 8,670,000						\$ 8,670,000
Flexible Program	\$ 1,800,000						\$ 1,800,000
Measure A/Local	\$ 5,930,000						\$ 5,930,000
							\$ 16,400,000
4th Street Widening							
Measure T Regional	\$ 2,870,000						\$ 2,870,000
Flexible Program	\$ 3,358,000						\$ 3,358,000
STIP	\$ 5,148,000						\$ 5,148,000
							\$ 11,376,000
SR 41 Passing Lanes							
Measure T Regional	\$ 4,409,000						\$ 4,409,000
Flexible Program	\$ 4,374,000						\$ 4,374,000
STIP	\$ 11,047,000						\$ 11,047,000
							\$ 19,830,000
SR 99 Widening – Ave 12 to Ave 17							
Flexible Program	\$ 2,250,000		\$ 1,350,000	\$ 1,250,000			\$ 4,850,000
SHOPP/ Route 99 Bond					\$ 79,754,900		\$ 79,754,900
STIP			\$ 1,545,000				\$ 1,545,000
							\$ 86,149,900
Measure T Total	\$ 39,308,000	\$ 0	\$ 1,350,000	\$ 1,250,000	\$ 0	\$ 0	\$ 41,908,000
Yearly Total	\$ 134,658,000	\$ 0	\$ 11,895,000	\$ 6,545,000	\$ 79,754,900	\$ 0	\$ 232,852,900

Measure T 2022-23 Annual Work Program

***Measure T Projects Programmed in Regional Program Phase II**

	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Later</u>	<u>Total</u>
Oakhurst Mid-Town Connector								
<i>Measure T Regional</i>			\$ 228,500			\$ 584,000	\$ 6,572,500	\$ 7,385,000
<i>Flexible Program</i>	\$ 300,000	\$ 610,000	\$ 228,500			\$ 1,924,000	\$ 4,872,500	\$ 7,935,000
Local Partnership Program							\$ 5,000,000	\$ 5,000,000
								\$ 20,320,000
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 - Fine Gold Creek Bridge								
<i>Measure T Regional</i>							\$ 4,127,500	\$ 4,127,500
<i>Flexible Program</i>							\$ 3,452,500	\$ 3,452,500
<i>Other</i>							\$ 4,787,000	\$ 4,787,000
								\$ 12,367,000
SR 99 – Ave 7 to Ave 12								
Measure T Flexible							\$ 9,000	\$ 9,000
SR 99 Bond							\$ 3,060,000	\$ 3,060,000
SB-1 TCEP							\$ 4,659,000	\$ 4,659,000
STIP			\$ 413,000		\$ 3,000,000		\$ 40,732,000	\$ 44,145,000
SHOPP							\$ 50,000,000	\$ 50,000,000
								\$ 101,873,000
Cleveland Avenue Widening								
Measure T Regional							\$ 1,600,000	\$ 1,600,000
Flexible Program							\$ 1,800,000	\$ 1,800,000
Other							\$ 350,000	\$ 350,000
								\$ 3,750,000
Gateway Avenue Widening								
Measure T Regional							\$ 2,940,000	\$ 2,940,000
Flexible Program							\$ 3,160,000	\$ 3,160,000
Other							\$ 2,500,000	\$ 2,500,000
								\$ 8,600,000
Measure T Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 3,000,000	\$ 3,108,000	\$ 39,234,000	\$ 44,909,000
Yearly Total	\$ 600,000	\$ 1,510,000	\$ 870,000	\$ 0	\$ 3,000,000	\$ 3,108,000	\$153,922,000	\$ 163,010,000

Measure T 2022-23 Annual Work Program

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County of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2022-23

<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>	\$9,739,864	\$310,134	\$1,854,034	\$11,904,032

Project	Budget
Ave 26 Rehab (FLAPP match) (P6020)	\$ 2,834,840
Rd 200 Phase 3 Bridge (P6094)	\$ 6,007,142
Rd 23 Bridge (HBP match) (P6187)	\$ 310,220
Ave 7 Rehab (SB1 LPP match) (P6360A)	\$ 1,517,000
Rd 30 Sidewalk (SB1 LPP match) (P6000,6361,6068)	\$ 86,670
Safety Analysis Report (Match) (P6090)	\$ 48,160
Pavement Management System	\$ 100,000
Reserve for Future Project	\$ 1,000,000
Total Projects	\$ 11,904,032
Balance	\$ -

<i>Safe Routes to School & Jobs (Local)</i>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Street Maintenance Program</u>	\$2,958,936	\$161,270	\$964,098	\$4,084,304

Project	Budget
Rd 16 (between Ave 14 and Ave 18 ½)	\$ 1,000,000
Surface Treatment	\$ 1,000,000
Misc. Road Maintenance	\$ 1,120,206
Reserve for Next Fiscal Year	\$ 964,098
Total Projects	\$ 4,084,304
Balance	\$ -

<u>County Maintenance Districts</u>	\$2,586,817	\$108,547	\$648,912	\$3,344,276
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Project	Budget
Surface Treatment Match	\$ 2,000,000
Chip Seal	\$ -
Misc. Road Maintenance	\$ 695,364
Reserve for Next Fiscal Year	\$ 648,912
Total Projects	\$ 3,344,276
Balance	\$ -

Measure T 2022-23 Annual Work Program

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Flexible Program

\$0

\$0

\$1,613,009

Project	Budget
<i>MCTA Impound for Matching</i>	\$ 1,613,009
<hr/>	
Total Projects	\$ 1,613,009
Balance	\$ -

ADA Compliance

\$305,477

\$6,203

\$37,081

\$348,761

Project	Budget
<i>Project Match</i>	\$ 348,761
<i>Reserve for Next Fiscal Year</i>	\$ -
<hr/>	
Total Projects	\$ 348,761
Balance	\$ -

Transit Enhancement Program (Public)CarryoverExcessAllocationAvailable

\$929,453

\$22,702

\$135,713

\$1,087,868

Project	Budget
<i>Transit Services/Projects</i>	\$ 952,155
<i>Reserve for Next Fiscal Year</i>	\$ 135,713
<hr/>	
Total Projects	\$ 1,087,868
Balance	\$ -

ADA / Seniors / Paratransit

\$127,684

\$2,109

\$12,607

\$142,400

Project	Budget
<i>Transit Services/Projects</i>	\$ 129,793
<i>Reserve for Next Fiscal Year</i>	\$ 12,607
<hr/>	
Total Projects	\$ 142,400
Balance	\$ -

Environmental Enhancement ProgramCarryoverExcessAllocationAvailable**Total for all Sub-programs**

\$154,429

\$24,811

\$148,323

\$327,563

Project	Budget
<i>CMAQ Project Match</i>	\$ 88,612
<i>Final Match for North Fork Roundabout (P6199)</i>	\$ 238,951
<hr/>	
Total Projects	\$ 327,563
Balance	\$ -

City of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2022-23

Commute Corridors/Farm to Market (Regional) Carryover Excess Allocation Available

Rehab, Reconstruct, Maintenance Program \$9,612,464 \$257,722 \$1,568,726 **\$11,438,912**

Project	Budget
Olive Ave. Widening – Gateway to Knox, R-10	\$ 4,911,672
Pine Street Reconstruction, R-50	\$ 40,000
2021-22 RMRA Seals/Overlays – R-79	\$ 1,250,000
2022-23 RMRA Seals/Overlays – R-80	\$ 1,000,000
City Streets 3R & ADA Project 2022-23, R-81	\$ 850,000
Traffic Study – Almond/Pine/Stadium, R-87	\$ 120,000
D Street/South Street Traffic Signal, TS-32	\$ 57,500
	\$ -
Total Projects	\$ 8,229,172
Balance	\$ 3,209,740

Safe Routes to School & Jobs (Local) Carryover Excess Allocation Available

Street Maintenance Program \$1,552,728 \$134,015 \$815,738 **\$2,502,481**

Project	Budget
Overlays	\$ -
Chip Seal	\$ 600,000
Other Seals:	\$ -
Patching/Street Maintenance	\$ 800,000
Reserve for Next Fiscal Year	\$ -
Total Projects	\$ 1,400,000
Balance	\$ 1,102,481

Supplemental Street Maintenance Program \$96,153 \$90,203 \$549,054 **\$1,585,410**

Project	Budget
Overlays	\$ -
Surface Seal, General Maintenance	\$ -
Other Seals	\$ -
Patching/Street Maintenance	\$ 400,000
Other: Sidewalk/ADA	\$ -
Reserve for Next Fiscal Year	
Total Projects	\$ 400,000
Balance	\$ 1,85,410

Measure T 2022-23 Annual Work Program

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Flexible Program

\$0

\$0

\$1,364,792

Project

Budget

MCTA Impound for matching

\$ 1,364,092

Total Projects \$ 1,364,092

Balance \$ -

ADA, Seniors, Paratransit

\$142,801

\$5,154

\$31,375

\$179,330

Project

Budget

ADA Walkability/Sidewalks Program, R-64

\$ 20,000

Pedestrian Facilities Various Locations, R-84

\$ 49,000

Total Projects \$ 69,000

Balance \$ 110,330

Transit Enhancement ProgramCarryoverExcessAllocationAvailable

\$525,565

\$18,865

\$114,823

\$659,254

Project

Budget

\$ -

Total Projects \$ -

Balance \$ 659,254

ADA / Seniors / Paratransit

\$102,042

\$1,753

\$10,667

\$114,462

Project

Budget

\$ -

Total Projects \$ -

Balance \$ 114,462

Environmental Enhancement ProgramCarryoverExcessAllocationAvailable**Total for all Sub-programs**

\$317,358

\$20,618

\$125,498

\$463,474

Project

Budget

Environmental Enhancement Projects

\$ 242,919

Total Projects \$ 242,919

Balance \$ 220,555

City of Chowchilla

Measure T Annual Expenditure Plan
Fiscal Year 2022-23

Commute Corridors/Farm to Market (Regional) Carryover Excess Allocation Available

Rehab, Reconstruct, Maintenance Program \$65,822 \$49,358 \$327,240 **\$442,420**

Project	Budget
<i>Humboldt Storm Drain Improvement Project</i>	\$ 52,715
<i>Reserve for Next Fiscal Year</i>	\$ 389,705
Total Projects	\$ 442,420
Balance	\$ -

Safe Routes to School & Jobs (Local) Carryover Excess Allocation Available

Street Maintenance Program \$148,212 \$25,666 \$170,165 **\$344,043**

Project	Budget
<i>Overlays</i>	\$ -
<i>Chip Seal</i>	\$ -
<i>Other Seals</i>	\$ -
<i>Patching/Street Maintenance/Operations</i>	\$ 150,292
<i>Equipment/Asphalt Roller</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 193,751
Total Projects	\$ 344,043
Balance	\$ -

Supplemental Street Maintenance Program \$99,758 \$17,275 \$114,534 **\$231,567**

Project	Budget
<i>Overlays</i>	\$ -
<i>Chip Seal</i>	\$ -
<i>Other Seals</i>	\$ -
<i>Patching/Street Maintenance/Operations</i>	\$ 101,158
<i>Reserve for Next Fiscal Year</i>	\$ 130,409
Total Projects	\$ 231,567
Balance	\$ -

Flexible Program

\$452,832

\$0

\$284,699

Item 10-10-A.

Project	Budget
<i>Impound for MCTA Matching Projects</i>	\$ 284,699
<i>Chowchilla Blvd Rehabilitation</i>	\$ 400,000
<i>Reserve for future projects</i>	\$ 52,832
Total Projects	\$ 737,531
Balance	\$ -

ADA Compliance

\$31,294

\$987

\$6,545

\$38,826

Project	Budget
<i>Humboldt Storm Drain Improvement Project</i>	\$ 22,263
<i>Reserve for Next Fiscal Year</i>	\$ 16,563
Total Projects	\$ 38,826
Balance	\$ -

Transit Enhancement Program (Public)CarryoverExcessAllocationAvailable

\$39,888

\$3,613

\$23,964

\$67,465

Project	Budget
<i>CATX Bus Purchase</i>	\$ 24,392
<i>Reserve for Next Fiscal year</i>	\$ 43,073
Total Projects	\$ 67,465
Balance	\$ -

ADA / Seniors / Paratransit

\$3,705

\$336

\$2,225

\$6,266

Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ 6,226
Total Projects	\$ 6,266
Balance	\$ -

Environmental Enhancement ProgramCarryoverExcessAllocationAvailable**Total for all Sub-programs**

\$43,593

\$3,949

\$26,179

\$73,721

Project	Budget
<i>Environmental enhancement projects</i>	\$ 73,721
Total Projects	\$ 73,721
Balance	\$ -

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REPORTS

End of Year Reports

Madera County Transportation Authority



MEASURE T

2021-22 Expenditure Summary Madera County Transportation Authority

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commute Corridors/Farm to Market (Regional)	\$ 4,961,232.00	\$ 4,412,732.00	88.94%	\$ 548,500.00	\$ -
Safe Routes to School & Jobs (Local)	\$ 3,267,308.00	\$ 2,892,737.70	88.54%	\$ 374,570.30	\$ -
Administration	\$ 584,935.00	\$ 625,991.45	107.02%	\$ (41,056.45)	\$ -

\$ 8,813,475.00 \$ 7,931,461.15 89.99%

MEASURE T

2021-22 Expenditure Detail Madera County Transportation Authority

Program		21-22 "T" Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
Commute Corridors/Farm to Market		\$ 4,961,232.00	\$ 4,412,732.00	88.94%	\$ 548,500.00	\$ -	
<i>Regional Streets & Highways Program</i>							
1	Oakhurst Mid-Town Connector	\$ 3,418,500.00	\$ 2,870,000.00	83.95%	\$ 548,500.00	\$ -	
2	PS&E	\$ -	\$ -	0.00%	\$ -		
3	ROW	\$ -	\$ -	0.00%	\$ -		
4	CON	\$ 3,418,500.00	\$ 2,870,000.00	83.95%	\$ 548,500.00		
1		\$ -	\$ -	0.00%	\$ -	\$ -	
2	PS&E	\$ -	\$ -	0.00%	\$ -		
3	ROW		\$ -	0.00%	\$ -		
4	CON	\$ -	\$ -	0.00%	\$ -		
1	Debt Service	\$ 1,542,732.00	\$ 1,542,732.00	100.00%	\$ -	\$ -	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ -	
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ -	\$ -	0.00%	\$ -	\$ -	
Safe Routes to School & Jobs		\$ 3,267,308.00	\$ 2,892,737.70	88.54%	\$ 374,570.30	\$ -	
1	<i>Flexible</i>	\$ 3,267,308.00	\$ 2,892,737.70	88.54%	\$ 374,570.30	\$ -	
Administration		\$ 584,935.00	\$ 625,991.45	107.02%	\$ (41,056.45)	\$ -	
1	<i>Salaries & Benefits</i>	\$ 53,435.00	\$ 123,395.40	230.93%	\$ (69,960.40)	\$ -	
2	<i>Fin Asst/Audits</i>	\$ 25,000.00	\$ 23,785.00	95.14%	\$ 1,215.00	\$ -	
3	<i>Other</i>	\$ 466,500.00	\$ 438,811.05	94.06%	\$ 27,688.95	\$ -	
	<i>General Proj Dev Costs</i>	\$ 40,000.00	\$ 40,000.00	100.00%	\$ -		

End of Year Reports

County of Madera

MEASURE T

2021-22 Expenditure Summary
County of Madera

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commute Corridors/Farm to Market (Regional)	\$ 7,387,841.75	\$ 1,409,925.14	19.08%	\$ 5,977,916.61	\$ -
Safe Routes to School & Jobs (Local)	\$ 5,167,520.00	\$ 33,366.86	0.65%	\$ 5,134,153.14	\$ -
Transit Enhancement (Public)	\$ 933,917.00	\$ -	0.00%	\$ 933,917.00	\$ -
Environmental Enhancement	\$ 1,172,661.00	\$ 1,042,085.00	88.86%	\$ 130,576.00	\$ -

\$ 14,661,939.75 \$ 2,485,377.00 16.95%

MEASURE T

2021-22 Expenditure Detail

County of Madera

Item 10-10-A.

		21-22 Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
Commute Corridors/Farm to Market		\$ 7,387,841.75	\$ 1,409,925.14	19.08%	\$ 5,977,916.61	\$ -	
<i>Regional Rehab</i>							
1	Ave.26 Rehab FLAPP match (P6020)	\$ 2,900,000.00	\$ 22,956.54	0.79%	\$ 2,877,043.46	\$ -	
2	PS&E	\$ -	-	0.00%	-	-	
3	ROW	\$ -	-	0.00%	-	-	
4	CON	\$ 2,900,000.00	22,956.54	0.79%	2,877,043.46	-	
1	Rd.200 P.3 Bridge (P6094)	\$ 4,487,841.75	\$ 1,386,968.60	30.91%	\$ 3,100,873.15	\$ -	
2	PS&E	\$ -	-	0.00%	-	-	
3	ROW	\$ -	12,603.51	#DIV/0!	(12,603.51)	-	
4	CON	\$ 4,487,841.75	1,374,365.09	30.62%	3,113,476.66	-	
1	Rd. 23 Bridge match (P6187)	\$ -	\$ -	0.00%	\$ -	\$ -	
2	PS&E	\$ -	-	0.00%	-	-	
3	ROW	\$ -	-	0.00%	-	-	
4	CON	\$ -	-	0.00%	-	-	
1	Ave 7 Rehab match SB1 LPP	\$ -	\$ -	0.00%	\$ -	\$ -	
2	PS&E	\$ -	-	0.00%	-	-	
3	ROW	\$ -	-	0.00%	-	-	
4	CON	\$ -	-	0.00%	-	-	
Safe Routes to School & Jobs		\$ 5,167,520.00	\$ 33,366.86	0.65%	\$ 5,134,153.14	\$ -	
1	<i>Street Maintenance</i>	\$ 2,828,148.00	\$ 8,001.68	0.28%	\$ 2,820,146.32	\$ -	
2	<i>Surface Treatment</i>	1,000,000.00	8,001.68	0.80%	991,998.32	-	
3	<i>Misc. Road Mtc</i>	1,828,148.00	-	0.00%	1,828,148.00	-	
4		-	-	0.00%	-	-	
5		-	-	0.00%	-	-	
1	<i>Supplemental Street Maint.</i>	\$ 2,040,475.00	\$ 25,365.18	1.24%	\$ 2,015,109.82	\$ -	
2	<i>Surface Treatment</i>	1,000,000.00	25,365.18	2.54%	974,634.82	-	
3	<i>Misc. Road Mtc</i>	1,040,475.00	-	0.00%	1,040,475.00	-	
4		-	-	0.00%	-	-	
5		-	-	0.00%	-	-	
6		-	-	0.00%	-	-	
1	<i>Flexible</i>	\$ -	\$ -	0.00%	\$ -	\$ -	
2	<i>Overlays</i>	-	-	0.00%	-	-	
3	<i>Chip Seals</i>	-	-	0.00%	-	-	
4	<i>Other Seals</i>	-	-	0.00%	-	-	
5	<i>Patching (Misc)</i>	-	-	0.00%	-	-	
6	<i>Other</i>	-	-	0.00%	-	-	
1	<i>ADA Compliance-Sidewalk Repair</i>	\$ 298,897.00	\$ -	0.00%	\$ 298,897.00	\$ -	
Transit Enhancement		\$ 933,917.00	\$ -	0.00%	\$ 933,917.00	\$ -	
1	<i>TEP</i>	\$ 808,553.00	\$ -	0.00%	\$ 808,553.00	\$ -	
2	<i>Operating - Service Expansion</i>	-	-	0.00%	-	-	
3	<i>Bus Shelters Capital Enhancements</i>	-	-	0.00%	-	-	
4	<i>CNG Fueling System</i>	-	-	0.00%	-	-	
5	<i>Other Public Transit-Related Projects</i>	808,553.00	-	0.00%	808,553.00	-	
	<i>ADA/Seniors/Paratransit</i>	\$ 125,364.00	\$ -	0.00%	\$ 125,364.00	\$ -	
Environmental Enhancement		\$ 1,172,661.00	\$ 1,042,085.00	88.86%	\$ 130,576.00	\$ -	
1	<i>CMAQ project match</i>	1,172,661.00	1,042,085.00	88.86%	130,576.00	-	
2		-	-	0.00%	-	-	
3		-	-	0.00%	-	-	
4		-	-	0.00%	-	-	

End of Year Reports

City of Madera

MEASURE T

2021-22 Expenditure Summary

City of Madera

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commute Corridors/Farm to Market (Regional)	\$ 7,408,119.00	\$ 610,327.04	8.24%	\$ 6,797,791.96	\$ 2,421,116.29
Safe Routes to School & Jobs (Local)	\$ 1,533,908.00	\$ 1,000,387.27	65.22%	\$ 533,520.73	\$ -
Transit Enhancement (Public)	\$ -	\$ 17,351.52	#DIV/0!	\$ (17,351.52)	\$ -
Environmental Enhancement	\$ 190,500.00	\$ 65,120.30	34.18%	\$ 125,379.70	\$ 846,500.00

\$ 9,132,527.00 \$ 1,693,186.13 18.54%

MEASURE T

2021-22 Expenditure Detail

City of Madera

Item 10-10-A.

		21-22 Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
Commute Corridors/Farm to Market		\$ 7,408,119.00	\$ 610,327.04	8.24%	\$ 6,797,791.96	\$ 2,421,116.29	
<i>Regional Rehab</i>							
1	R-10 - Olive Ave Widening, Gateway to Knox	\$ 4,860,793.00	\$ 105,086.19	2.16%	\$ 4,755,706.81	\$ 600,438.53	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ 591,217.84	RSTP
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ 9,220.69	LTF
4	CON	\$ 4,860,793.00	\$ 105,086.19	2.16%	\$ 4,755,706.81	\$ -	
1	R-71 - 2020-21 City Streets 3R & ADA Project	\$ 330,000.00	\$ 299,736.47	90.83%	\$ 30,263.53	\$ 287,560.93	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ 287,560.93	LPP
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ 330,000.00	\$ 299,736.47	90.83%	\$ 30,263.53	\$ -	
1	R-78 - 2020-21 Seals/Overlays	\$ 300,000.00	\$ 85,735.52	28.58%	\$ 214,264.48	\$ 1,329,712.39	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ 1,329,712.39	RMRA
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ 300,000.00	\$ 85,735.52	28.58%	\$ 214,264.48	\$ -	
1	TS-17 - Granada/Howard Traffic Signal	\$ 22,326.00	\$ 59,884.43	268.23%	\$ (37,558.43)	\$ 133,985.50	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ 133,985.50	DIF
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ 22,326.00	\$ 59,884.43	268.23%	\$ (37,558.43)	\$ -	
1	R-79 - 2021-22 Seals/Overlays	\$ 1,250,000.00	\$ -	0.00%	\$ 1,250,000.00	\$ 32,411.53	
2	PS&E	\$ 100,000.00	\$ -	0.00%	\$ 100,000.00	\$ 32,411.53	HUTA
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ 1,150,000.00	\$ -	0.00%	\$ 1,150,000.00	\$ -	
1	R-82 - Almond Ave Extension, Pine to Stadium	\$ 500,000.00	\$ -	0.00%	\$ 500,000.00	\$ -	
2	PS&E	\$ 15,000.00	\$ -	0.00%	\$ 15,000.00	\$ -	N/A
3	ROW	\$ 60,000.00	\$ -	0.00%	\$ 60,000.00	\$ -	
4	CON	\$ 425,000.00	\$ -	0.00%	\$ 425,000.00	\$ -	
1	R-87 - Almond/Pine Traffic Study	\$ 120,000.00	\$ -	0.00%	\$ 120,000.00	\$ -	
2	PS&E	\$ 120,000.00	\$ -	0.00%	\$ 120,000.00	\$ -	N/A
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ -	\$ -	0.00%	\$ -	\$ -	
1	TS-00019 - Howard/Westberry Traffic Signal	\$ -	\$ 59,884.43	#DIV/0!	\$ (59,884.43)	\$ 37,007.41	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ 26,024.31	CMAQ
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ 678.18	LTF
4	CON	\$ -	\$ 59,884.43	#DIV/0!	\$ (59,884.43)	\$ 10,304.92	DIF
1	R-00025X - Fourth St. Tree Replacement	\$ 25,000.00	\$ -	0.00%	\$ 25,000.00	\$ -	
2	PS&E	\$ 25,000.00	\$ -	0.00%	\$ 25,000.00	\$ -	N/A
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ -	\$ -	0.00%	\$ -	\$ -	
Safe Routes to School & Jobs		\$ 1,533,908.00	\$ 1,000,387.27	65.22%	\$ 533,520.73	\$ -	
1	Street Maintenance	\$ 970,951.00	\$ 566,603.27	58.36%	\$ 404,347.73	\$ -	
2	Overlays	\$ 175,000.00	\$ -	0.00%	\$ 175,000.00	\$ -	
3	Other Maintenance Activities	\$ 600,000.00	\$ 536,421.00	89.40%	\$ 63,579.00	\$ -	
4	R-77 RMRA Seals/Overlays	\$ 95,951.00	\$ 618.55	0.64%	\$ 95,332.45	\$ -	
5	PK-08 Fresno River Trail Undercrossing Project	\$ 100,000.00	\$ 29,563.72	29.56%	\$ 70,436.28	\$ -	
1	Supplemental Street Maint.	\$ 495,000.00	\$ 407,366.88	82.30%	\$ 87,633.12	\$ -	
2	Overlays	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Chip Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
4	Other Maintenance Activities	\$ -	\$ 191,550.03	#DIV/0!	\$ (191,550.03)	\$ -	
5	Patching (Misc)	\$ 400,000.00	\$ 169,502.97	42.38%	\$ 230,497.03	\$ -	
6	R-85 - Lily & Vineyard Pedestrian Facilities	\$ 95,000.00	\$ 46,313.88	48.75%	\$ 48,686.12	\$ -	
1	Flexible	\$ -	\$ -	0.00%	\$ -	\$ -	
2	Overlays	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Chip Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
4	Other Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
5	Patching (Misc)	\$ -	\$ -	0.00%	\$ -	\$ -	
6	Other	\$ -	\$ -	0.00%	\$ -	\$ -	
	ADA Compliance-Sidewalk Repair	\$ 67,957.00	\$ 26,417.12	38.87%	\$ 41,539.88	\$ -	
1	R-84 - Pedestrian Facilities, Various Locations		\$ 19,340.27				
2	R-85 - Lily & Vineyard Pedestrian Facilities		\$ 7,076.85				
Transit Enhancement		\$ -	\$ 17,351.52	#DIV/0!	\$ (17,351.52)	\$ -	
1	TEP	\$ -	\$ 17,351.52	#DIV/0!	\$ (17,351.52)	\$ -	
2	Operating - Service Expansion	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Capital Enhancements	\$ -	\$ 4,851.52	#DIV/0!	\$ (4,851.52)	\$ -	
4	CNG Fueling System	\$ -	\$ -	0.00%	\$ -	\$ -	
5	Trans-01 Transit Facility	\$ -	\$ 12,500.00	#DIV/0!	\$ (12,500.00)	\$ -	
	ADA/Seniors/Paratransit	\$ -	\$ -	0.00%	\$ -	\$ -	
Environmental Enhancement		\$ 190,500.00	\$ 65,120.30	34.18%	\$ 125,379.70	\$ 846,500.00	
1	Air Quality	\$ 119,500.00	\$ 11,279.37	9.44%	\$ 108,220.63	\$ 772,500.00	CMAQ
2	Bicycle/Pedestrian Facilities	\$ 20,000.00	\$ 51,560.63	257.80%	\$ 18,733.06	\$ -	
3	Car/Van Pools	\$ -	\$ -	0.00%	\$ -	\$ -	
4	ADA Concrete/Sidewalk Projects	\$ 51,000.00	\$ 2,280.30	4.47%	\$ 50,191.26	\$ 74,000.00	CMAQ, LTF

MEASURE T

2021-22 Program Notes
City of Madera

Item 10-10-A.

Commute Corridors/Farm to Market		
	<i>Regional Rehab</i>	
1 R-10 - Olive Ave Widening, Gateway to Knox		
2	PS&E	
3	ROW	
4	CON	Construction of R-10 Phase 2 Utility Undergrounding in advance of the Olive Widening Project
1 R-71 - 2020-21 City Streets 3R & ADA Project		
2	PS&E	
3	ROW	
4	CON	
1 R-78 - 2020-21 Seals/Overlays		
2	PS&E	
3	ROW	
4	CON	
1 TS-17 - Granada/Howard Traffic Signal		
2	PS&E	
3	ROW	
4	CON	
1 R-79 - 2021-22 Seals/Overlays		
2	PS&E	
3	ROW	
4	CON	
1 R-82 - Almond Ave Extension, Pine to Stadium		
2	PS&E	
3	ROW	
4	CON	
1 R-87 - Almond/Pine Traffic Study		
2	PS&E	
3	ROW	
4	CON	
1 TS-00019 - Howard/Westberry Traffic Signal		Project was not on AEP for this FY, costs are related to finishing construction
2	PS&E	
3	ROW	
4	CON	
1 R-00025X - Fourth St. Tree Replacement		
2	PS&E	
3	ROW	
4	CON	
Safe Routes to School & Jobs		
1	<i>Street Maintenance</i>	
2	Overlays	
3	Chip Seals	
4	Other Seals	
5	Patching	
1	<i>Supplemental Street Maint.</i>	
2	Overlays	
3	Chip Seals	
4	Other Seals	
5	Patching	
6	Other	
1	<i>Flexible</i>	
2	Overlays	
3	Chip Seals	
4	Other Seals	
5	Patching	
6	Other	
1	<i>ADA Compliance</i>	
Transit Enhancement		
1	<i>TEP</i>	
2	Operating - Service Expansion	
3	Capital Enhancements	Costs for decals for busses
4	CNG Fueling System	
5	Trans-01 Transit Facility	Costs associated with final construction costs on project
1	<i>ADA/Seniors/Paratransit</i>	
Environmental Enhancement		
1	<i>Air Quality</i>	Design expenses related to ALY-01 / ALY-03 projects
2	<i>Bicycle/Pedestrian Facilities</i>	PK-08 Fresno River Trail Undercrossing final construction costs, PK-48 preliminary engineering for bike lane project
3	<i>Car/Van Pools</i>	
4	<i>ADA Concrete/Sidewalk Projects</i>	R-58 Schnoor Avenue Sidewalks, R-64 concrete sidewalks , R-93 Washington Elementary Sidewalks - all in PE phase

End of Year Reports

City of Chowchilla

MEASURE T

2021-22 Expenditure Summary

City of Chowchilla

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commute Corridors/Farm to Market (Regional)	\$ 52,715.00	\$ -	0.00%	\$ 52,715.00	\$ -
Safe Routes to School & Jobs (Local)	\$ 658,580.00	\$ 372,282.00	56.53%	\$ 286,298.00	\$ -
Transit Enhancement (Public)	\$ 24,392.00	\$ 24,392.00	100.00%	\$ -	\$ -
Environmental Enhancement	\$ -	\$ -	0.00%	\$ -	\$ -

\$ 735,687.00 \$ 396,674.00 53.92%

MEASURE T

2021-22 Expenditure Detail

City of Chowchilla

Item 10-10-A.

		21-22 Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
Commute Corridors/Farm to Market		\$ 52,715.00	\$ -	0.00%	\$ 52,715.00	\$ -	
<i>Regional Rehab</i>							
1	Humboldt Stormdrain Project	\$ 52,715.00	\$ -	0.00%	\$ 52,715.00	\$ -	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ -	
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ 52,715.00	\$ -	0.00%	\$ 52,715.00	\$ -	
1		\$ -	\$ -	0.00%	\$ -	\$ -	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ -	
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ -	\$ -	0.00%	\$ -	\$ -	
Safe Routes to School & Jobs		\$ 658,580.00	\$ 372,282.00	56.53%	\$ 286,298.00	\$ -	
1	Street Maintenance	\$ 117,971.00	\$ 117,971.00	100.00%	\$ -	\$ -	
2	Overlays	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Chip Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
4	Other Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
5	Patching (Misc)	\$ 117,971.00	\$ 117,971.00	100.00%	\$ -	\$ -	
1	Supplemental Street Maint.	\$ 79,403.00	\$ 79,403.00	100.00%	\$ -	\$ -	
2	Overlays	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Chip Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
4	Other Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
5	Patching (Misc)	\$ 79,403.00	\$ 79,403.00	100.00%	\$ -	\$ -	
6	Other	\$ -	\$ -	0.00%	\$ -	\$ -	
1	Flexible	\$ 450,000.00	\$ 174,908.00	38.87%	\$ 275,092.00	\$ -	
2	Overlays	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Chip Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
4	Other Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
5	Patching (Misc)	\$ -	\$ -	0.00%	\$ -	\$ -	
6	SR 233/99 Interchange Project	\$ 450,000.00	\$ 174,908.00	38.87%	\$ 275,092.00	\$ -	
1	ADA Compliance-Sidewalk Repair	\$ 11,206.00	\$ -	0.00%	\$ 11,206.00	\$ -	
Transit Enhancement		\$ 24,392.00	\$ 24,392.00	100.00%	\$ -	\$ -	
1	TEP	\$ 24,392.00	\$ 24,392.00	100.00%	\$ -	\$ -	
2	Operating - Service Expansion	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Bus Shelters Capital Enhancements	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CATX Bus Purchase	\$ 24,392.00	\$ 24,392.00	100.00%	\$ -	\$ -	
5	Other Public Transit-Related Projects	\$ -	\$ -	0.00%	\$ -	\$ -	
	ADA/Seniors/Paratransit	\$ -	\$ -	0.00%	\$ -	\$ -	
Environmental Enhancement		\$ -	\$ -	0.00%	\$ -	\$ -	
1	Air Quality	\$ -	\$ -	0.00%	\$ -	\$ -	
2	Bicycle/Pedestrian Facilities	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Car/Van Pools	\$ -	\$ -	0.00%	\$ -	\$ -	
4	ADA Concrete Projects	\$ -	\$ -	0.00%	\$ -	\$ -	

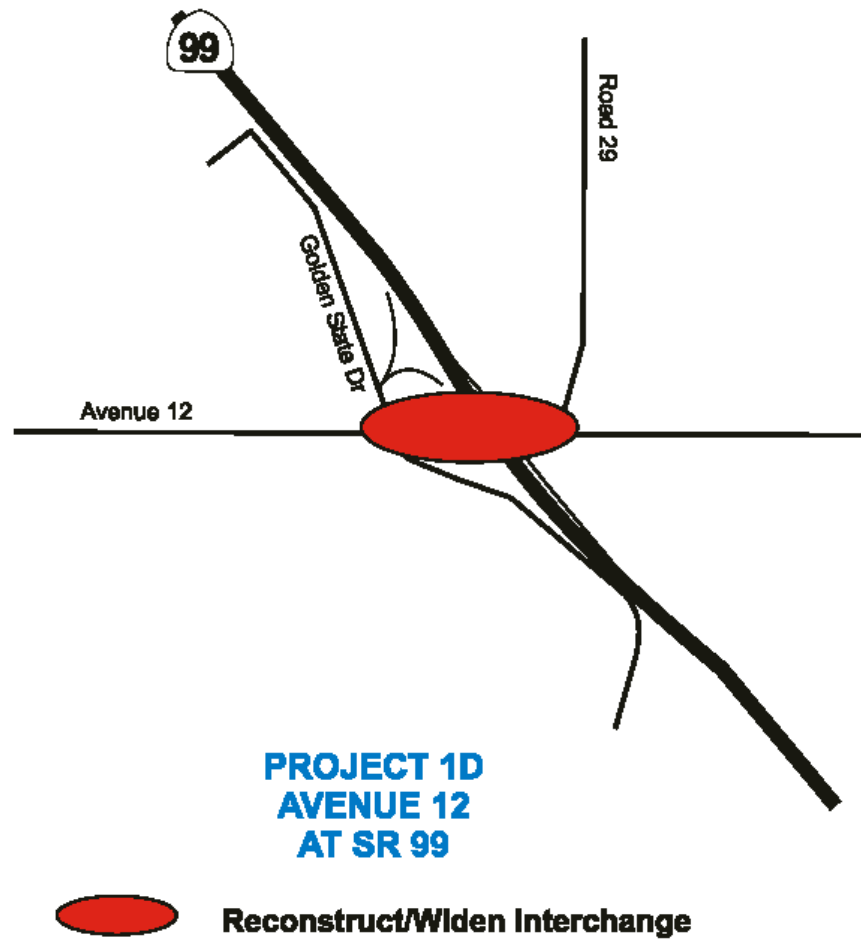
Other Reports

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
2021	Jul	950,000	551,080.37		1,501,080.37					
	Aug	-	1,405,514.82		1,405,514.82					28,810
	Sep	894,100	233,034.33	4,028.89	1,131,163.22					
	Oct	866,500	457,243.70		1,323,743.70					
	Nov	-	1,504,942.05		1,504,942.05					28,810
2022	Dec	817,600	219,340.76	2,596.20	1,039,536.96					
	Jan	867,000	145,717.09		1,012,717.09					
	Feb	-	1,779,179.53		1,779,179.53					28,810
	Mar	831,400	194,194.18	7,006.35	1,032,600.53					
	Apr	855,300	188,131.86		1,043,431.86					
	May	-	1,744,773.60		1,744,773.60					37,880
	Jun	1,005,500.00	213,095.62	5,864.69	1,224,460.31					
								434,844.36		
		7,087,400.00	8,636,247.91	19,496.13	15,743,144.04	-	15,743,144.04	434,844.36	15,308,299.68	124,310

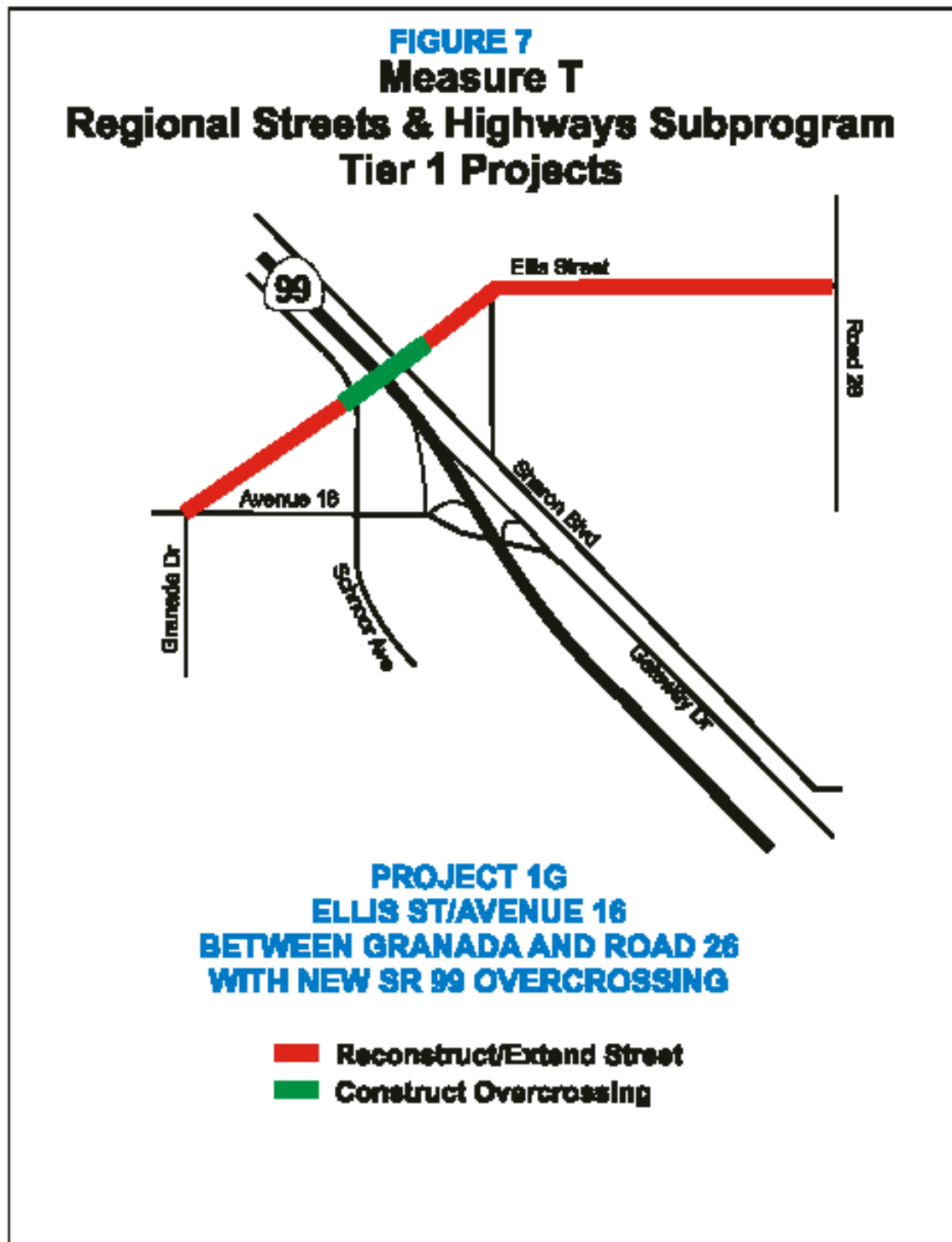
APPENDIX

FIGURE 4
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



VRPA Technologies, Inc.

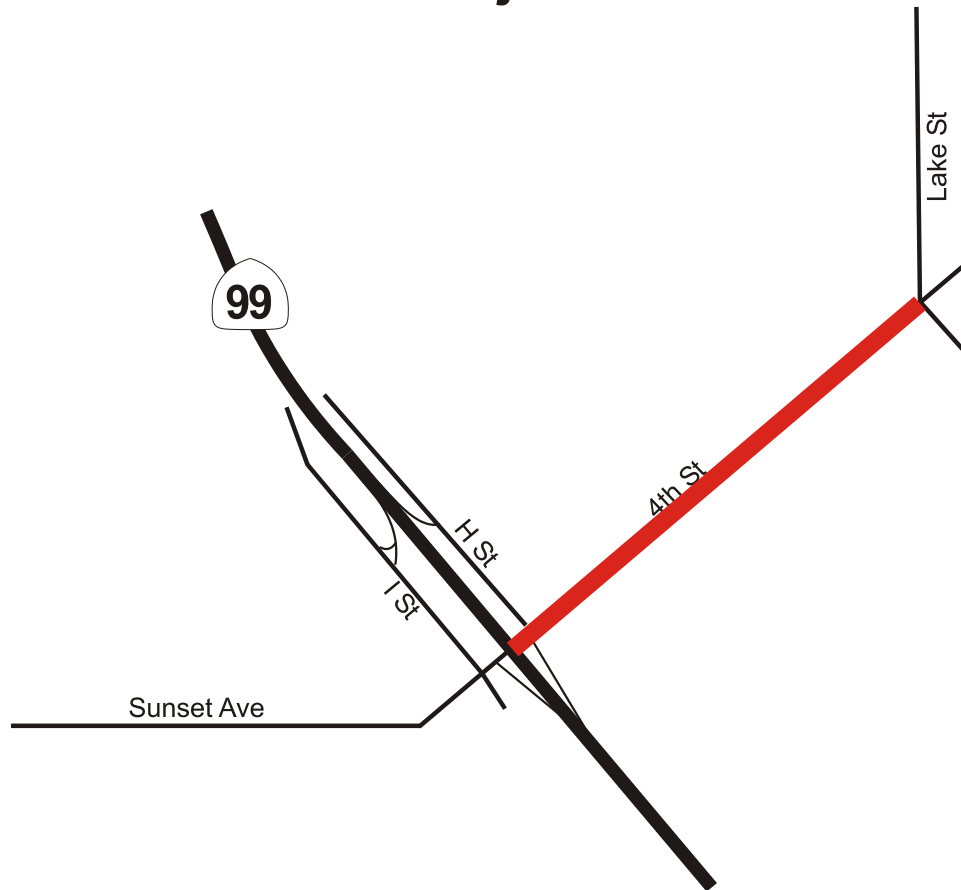
Map of Avenue 12 Interchange Project



VRPA Technologies, Inc.

Map of Ellis Street Overcrossing Project

FIGURE 14
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects

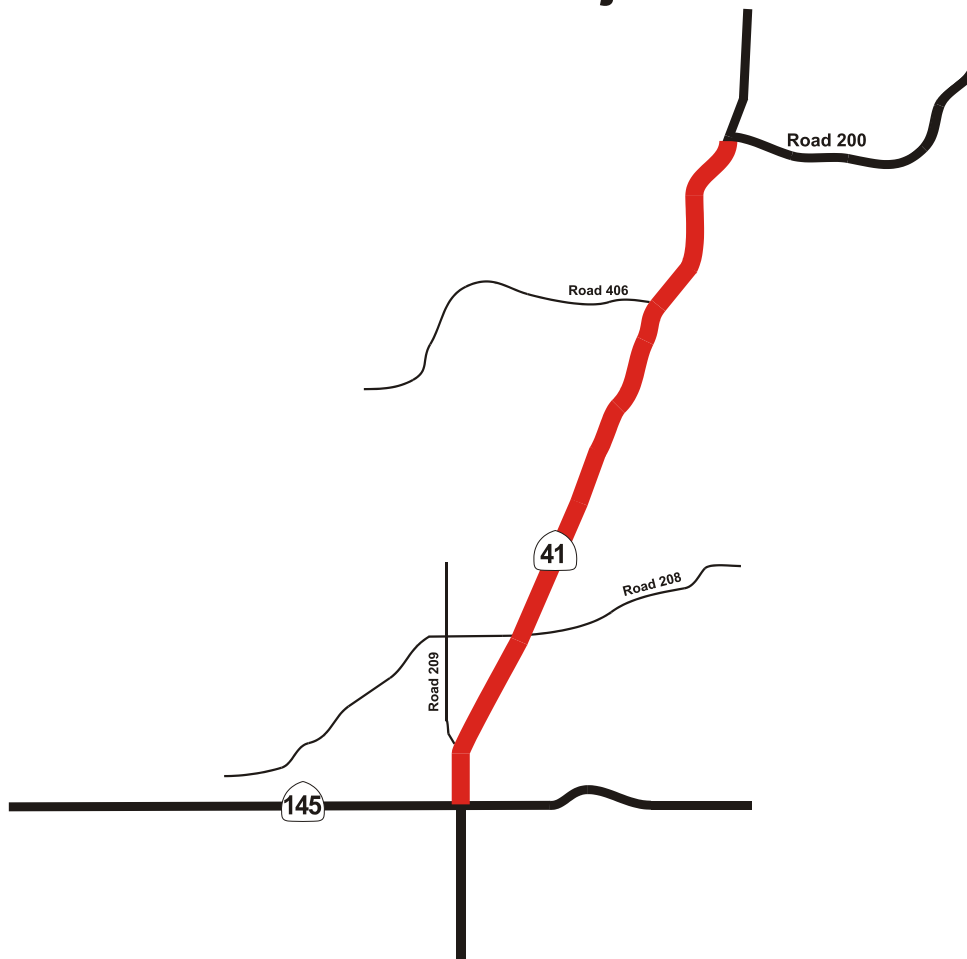


PROJECT 1N
4TH AVENUE
BETWEEN SR 99 AND LAKE ST

Reconstruct/Widen From 2 to 4 Lanes with Railroad Crossing

Map of 4th Street Widening

FIGURE 1
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1A
SR 41
BETWEEN SR 145 AND ROAD 200

■ **Construct Passing Lanes**

Map of SR 41 Passing Lanes

Map of Oakhurst Mid-Town Connector

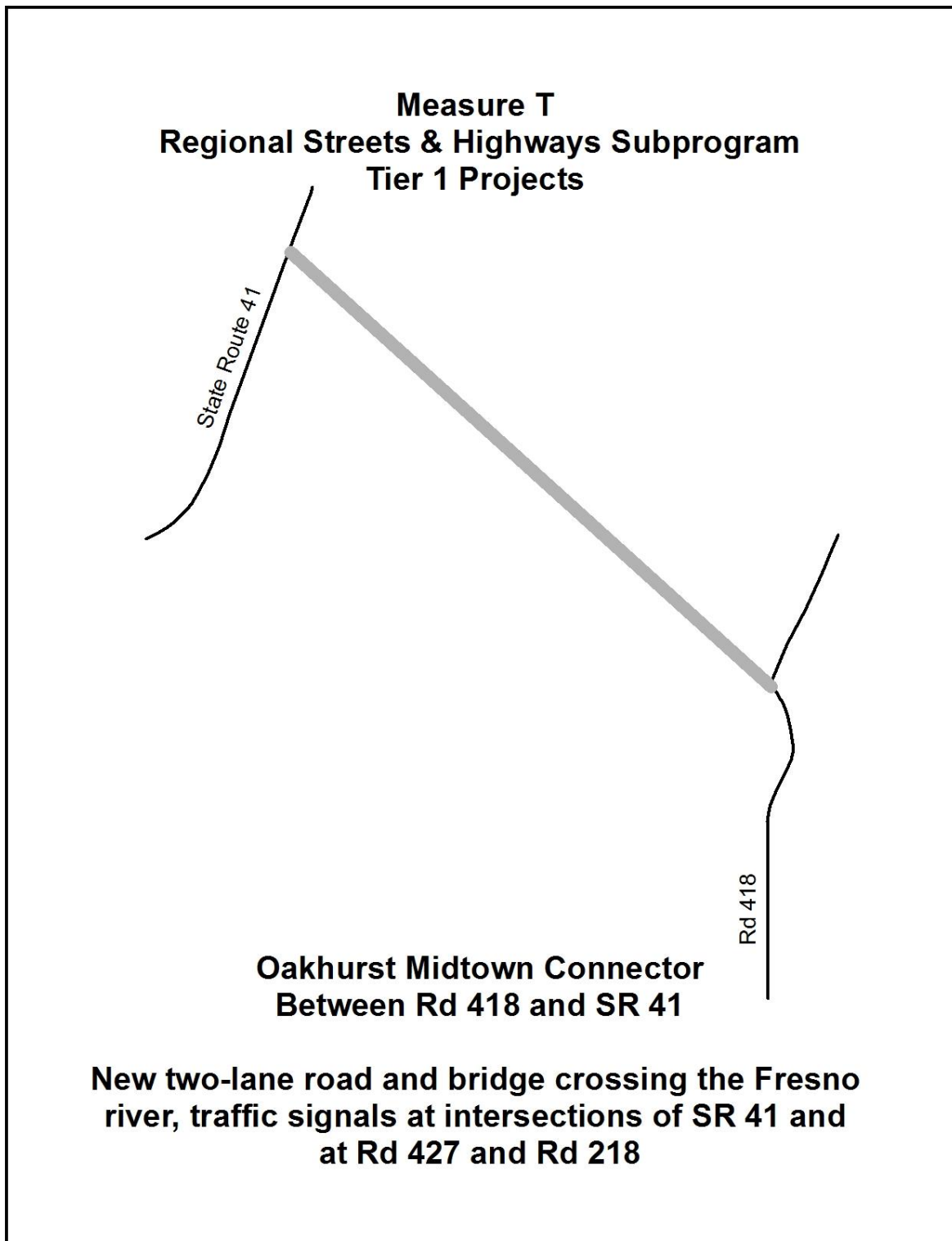
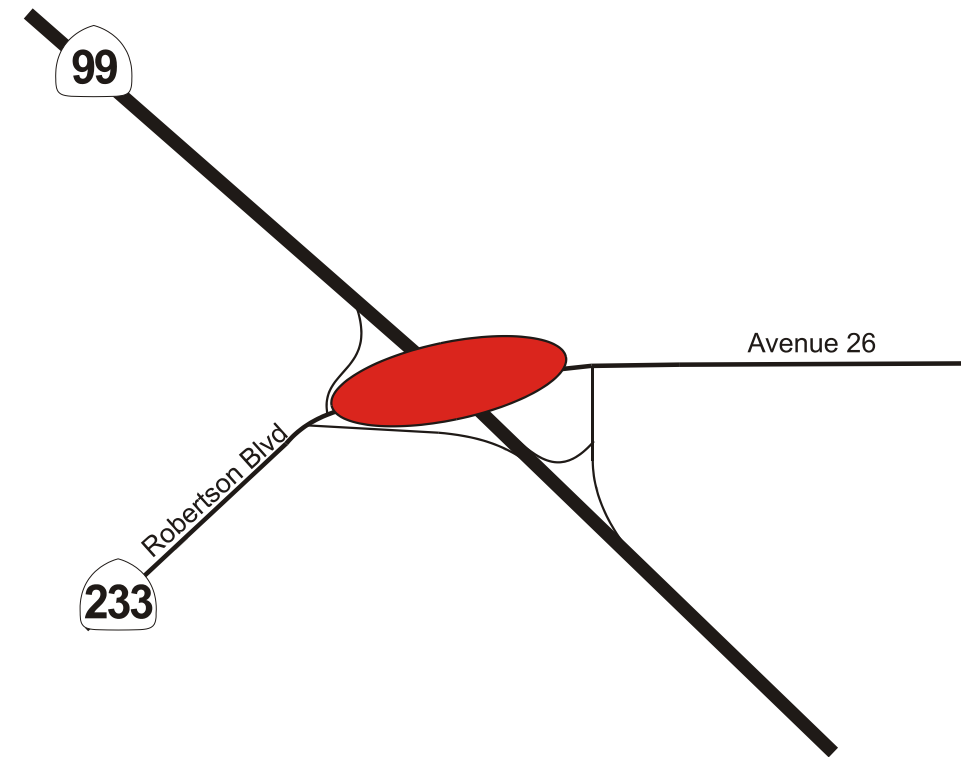


FIGURE 6
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1F
SR 233
AT SR 99

 **Reconstruct/Widen Interchange**

Madera 2022 STIP Program

Madera

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component					
									22-23	23-24	24-25	25-26	26-27	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Highway Projects:																			
Madera CTC		6L05	Planning, programming, and monitoring			May-21	79	79	0	0	0	0	0	0	79	0	0	0	0
Madera CTC		6L05	Planning, programming, and monitoring				313	78	78	78	79	0	0	0	313	0	0	0	0
Total Programmed or Voted since July 1, 2020							392	157	78	78	79	0	0	0	392	0	0	0	0
COVID Projects:																			
Caltrans	99	6297	South of Madera, Ave 7-Ave 12, 6-lane widen (RIP)(20S-26)				832	832	0	0	0	0	0	602	0	0	0	230	0
Madera CTC		6L05	Planning, programming, and monitoring (20S-26)				44	44	0	0	0	0	0	0	44	0	0	0	0
Total 2021 Mid-Cycle STIP Programming							875	875	0	0	0	0	0	602	44	0	0	230	0
PROPOSED 2022 PROGRAMMING																			
Highway Project Proposals:																			
Madera CTC		6L05	Planning, programming, and monitoring				-235	0	-78	-78	-79	0	0	0	-235	0	0	0	0
Madera CTC		6L05	Planning, programming, and monitoring				373	0	78	78	73	72	72	0	373	0	0	0	0
Subtotal, Highway Proposals							138	0	0	0	-6	72	72	0	138	0	0	0	0
Total Proposed 2022 STIP Programming							138												
	Balance of STIP County Share, Madera																		
	Total County Share, June 30, 2021							(6,167)											
	Total Now Programmed or Voted Since July 1, 2020							392											
	Unprogrammed Share Balance							0											
	Share Balance Advanced or Overdrawn							6,559											
	Proposed New Programming							138											
	COVID Programming							875											



2001 Howard Road, Suite 201 Madera, CA 93637



STAFF REPORT
Board Meeting of November 23, 2022

AGENDA ITEM: 10-B

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Measure T Election Results – November 8, 2022

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

Election Results

As of the writing of this staff report, November 11, 2022, the final election results have yet to be tabulated. The preliminary Measure T Renewal election results as of Thursday, November 10th are as follows:

24,360 Vote Cast (34.95 voter turnout):

- YES: 54.21% (13,206 votes)
- NO: 45.79% (11,154 votes)

The next update to vote totals will be released on Wednesday, November 16, 2022. Therefore, the results above will change when finalized by the Madera County Elections Division.

The Ordinance (Measure T Renewal), included on the ballot, required a two-thirds (66.67%) majority vote of the electors to become operative.

Background/Highlights of the development of the Measure T Renewal Investment Plan:

January 20, 2021:

The Madera County Transportation Authority (MCTA) Board of Directors authorized efforts to renew and extend Measure T and approved the release of a Request for Proposals to retain a consultant to provide services for the Measure T Renewal Investment Plan.

May 19, 2021:

The MCTA Board of Directors authorized staff to enter a contract with VRPA Technologies and TBWBH to provide services for the Measure T Renewal Investment Plan.

August - September 2021:

The Measure T Renewal effort kicked off in August 2021. The Madera County Transportation Commission (MCTC) staff and its team members, VRPA Technologies and TBWBH (Props & Measures), conducted stakeholder interviews. The stakeholder interviews were completed during the months of August and September.

Truth North Research, Inc. conducted the first public opinion polling, and the results were presented to the Authority Board at its September 2021 meeting.

The MCTC Policy Board and MCTA Board of Directors, at its September 22, 2021 meeting, appointed Supervisor Poythress, representing MCTC, and Supervisor Frazier, representing MCTA as co-chairs of the Measure T Renewal Steering Committee. Commissioner Ahmed was appointed alternate to represent MCTC and Commissioner Gallegos was appointed alternate to represent MCTA.

September 23, 2021 – May 2022:

The first Measure T Renewal Steering Committee (SC) meeting occurred on Thursday, September 23, 2021. The Measure T Renewal Steering Committee (SC) was formed to assist the MCTC/MCTA with development of the 2022 Measure T ½ Percent Sales Tax for Transportation Renewal Plan, to be placed on the November 2022 General Election ballot for approval by voters, if approved by the local jurisdictions and the Authority Board.

The SC was comprised of community leaders of various public and private backgrounds and elected officials. The Committee was responsible for review of related information and to make recommendations to the MCTC/MCTA Boards regarding Renewal Programs/Subprograms and the Final Measure T Renewal Investment Plan. The SC met 13 times over a nine-month period.

February 23, 2022

The MCTA Board approve the Measure T Renewal Steering Committee recommendation to allow for the duration of the Measure T Renewal Sales Tax, if approved by voters, as “Until Ended by Voters.” Included in the Board package was a summary that included issues related to the “Until Ended by Voters” and 20- & 30-year sales tax duration alternatives.

May 18, 2022

The MCTA Board received a summary report on the Measure T Renewal Tracking Survey, conducted by True North Research, Inc. in April 2022. The MCTA commissioned a baseline survey of voters in August 2021 to measure transportation priorities and support for renewing Measure T. The recommendations of the baseline survey were presented to the Authority board at its September 2021 meeting. Recognizing economic and political

conditions have change significantly since summer 2021, the primary purpose of this tracking survey was to produce an up-to-date, statistically reliable evaluation of voters' interest in renewing the existing Measure T half-cent transportation sales tax in the current environment. The overall findings indicated there was sufficient support for the renewal measure to move forward, which included the finalization of the Renewal Investment Plan by the Measure T Renewal Steering Committee.

June 22, 2022

Included in the MCTA Board package was a copy of the Draft Measure T Investment Plan and Draft Implementing Guidelines for review and authorization to circulate.

The MCTA Board provided direction to staff to (1) Circulate and request the local jurisdictions to consider approval of the Draft Measure T Investment Plan and Draft Implementing Guidelines; and (2) Request the Madera County Board of Supervisors to consider by resolution designating the Madera County Transportation Commission to continue serving as the Authority, per PUC 180050; therefore, MCTC would sit as the "Madera County 2027 Transportation Authority" for the purposes of the sales tax measure

July 2022

The City of Chowchilla, City of Madera, and County of Madera adopted by resolution, Support and Approval for the proposed final Measure T Renewal Investment Plan and Implementing Guidelines, as the continued countywide imposition of a one half of one percent sales tax to fund transportation improvements in Madera County until ended by voters, as proposed in the Draft Measure T Renewal Investment Plan and Implementing Guidelines. All jurisdictions acted and approved on the following dates: City of Madera – July 6th; City of Chowchilla – July 12th, and County of Madera – July 12th.

July 20, 2022

The MCTA Board conducted a Public Hearing on the 2022 Measure T Renewal Investment Plan and Implementing Guidelines.

The MCTA Board approved Resolution 2022-03, requesting a call for a special election by the Board of Supervisors on a retail transaction and use tax ordinance, consolidation of the election with statewide general election to be held on November 8, 2022, approving the 2022 Measure T Renewal Investment Plan and Implementing Guidelines, and requesting the extension of the Authority's term and certain related matters.

The MCTA Board took action to waive reading and Approve Ordinance No. 2022-01, as introduced

August 5, 2022 (Special Meeting)

The MCTA Board took action to waive reading and Adopt Ordinance No. 2022-01.

The MCTA Board Approved Resolution 2022-04 confirming and reiterating a call for a special election by the Board of Supervisors on a retail transaction and use tax ordinance, consolidation of the election with a statewide general election to be held on November 8, 2022, approving the 2022 Measure T Renewal Investment Plan and Implementing Guidelines, and requesting the extension of the Authority's term and certain related matters.

August 9, 2022 (Board of Supervisors)

The Madera County Board of Supervisors approved Resolution 2022-115, a revised and updated resolution calling for special election on retail transactions and use tax ordinance.

August 31, 2022

The MCTA Board Approve Resolution 2022-05 confirming board authority to terminate, and commitment to review Measure T.

Highlights of Public Engagement Strategies:

- 13 Steering Committee Meetings (September 2021-May 2022)
- Two Public Opinion Polls (August/September 2021 and April 2022)
- Stakeholder Presentations (June 2022 – November 2022)
- Communitywide Survey – Released November 2021
- RTP/SCS Workshops and Community Meetings
- Countywide Mailers to Every Household
- Virtual Meetings/Interviews
- Social Media Noticing
- Community Events (Fair, October Festival, Community College, Booths in the Park)

Arguments Against Measure T Renewal:

1. The current Measure T sales tax does not expire until March 2027. The opposition claims that the Steering Committee “got it wrong” and there is time to “get it right.”
2. A FOREVER tax leaves bureaucrats in control – politicians had almost 20 years to put Measure T to work and failed our communities.
3. Voters have not yet been able to enjoy the transportation benefits that will arise from the promised improvements. Opposition claims that they have not seen any benefits from Measure T. Depending on the location of where the opposition resides, comments were specific to location. For example, the mountain community claims they have not seen any benefits and that the funds have gone to improvements in the flatlands. The disadvantaged communities claim the funds went to expand capacity to induce development, and Measure T funds developer projects.
4. No Public Input. The opposition claims that they were not included as part of the public input process and that the Investment Plan was government driven.

5. Bait and Switch. The opposition claims that they were promised projects that have yet to be delivered.

Unforeseen Challenges and Factors:

- Political Climate Fighting Against the Measure
- Financial Pressures of Growing Inflation – We have economic problems
- War in Ukraine
- Voters Tired of Taxes (even if renewal) – not a political atmosphere that is conducive to tax increases
- Lack of Trust in the Government
- Sales Tax Measure – victim of political rhetoric

Moving Forward:

When the final election results become available, staff will analyze the results, prepare a strengths and weaknesses assessment, and develop process options to discuss moving forward.

Some of the issues to consider moving forward include, but not limited to:

1. What is the desire on behalf of the MCTA/MCTC Boards to initiate a new or revised Investment Plan development process for placement on the 2024 or 2026 ballots?
2. Should the Steering Committee process be used again to develop the Plan? Should the Committee be expanded beyond 30 members to include other willing participants regardless of affiliation. If not, what process should replace the Committee?
3. How much public engagement will be required to address opposition concerns and acquire further understanding of resident/business transportation needs?
4. What are the budget considerations to prepare/revise a new Investment Plan and expanded public engagement process?
5. Has there been too much misinformation provided to the public about the Renewal effort that would never achieve a 2/3rds approval for a new Measure? Polling might be necessary to determine why voters voted no and if they would ever be open to a renewal tax.

FISCAL IMPACT:

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