



MCTC Board Meeting of the
Madera County Transportation Commission
Policy Board Meeting

LOCATION

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

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

DATE

June 17, 2020

TIME

3:00 PM

Policy Board Members

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

Madera County Supervisor
Council Member, City of Madera
Council Member, City of Chowchilla
Madera County Supervisor
Mayor, City of Madera
Madera County Supervisor

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



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

SPECIAL NOTICE

Important Notice Regarding COVID 19

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

The following options are available to members of the public to listen to this meeting and provide comments to the Policy Board members during the meeting:

You are strongly encouraged to listen to the Policy Board meeting by joining the meeting from your computer or tablet. Please register for the MCTC June Policy Board Meeting on June 17, 2020 at:

June 17, 2020 – 3:00 PM
GoToWebinar Registration Link:

<https://attendee.gotowebinar.com/register/5659015231853694987>

Call-In Information: 1 (914) 614-3429 or 1 (877) 309-2074 (Toll Free)
Conference Access Code: 495-147-543

After registering you will receive a confirmation email containing information about joining the webinar. Participants may need to use their telephone for audio.

Dial in using your telephone:
1 (914) 614-3429
1 (877) 309-2074 (Toll Free)

Access Code: 495-147-543

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

If you wish to make a comment on a specific agenda item, please use the “Raise Hand” feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to publiccomment@maderactc.org or by calling 559-675-0721 by 10:00 am on June 17. Comments will be shared with the Policy Board and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

AGENDA

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

INTERPRETING SERVICES

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

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

MEETING CONDUCT

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

RECORD OF THE MEETING

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

Agenda

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

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

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

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. **TRANSPORTATION CONSENT ITEMS**

- A. California Housing and Community Development (HCD) Local Early Action Planning (LEAP) Funding, application deadline July 1, 2020

Enclosure: No

Action: Information and discussion

- B. Board Recognition of Caltrans District 06/Central Region Director, Sharri Bender Ehlert

Enclosure: No

Action: Present Certificate of Appreciation

- C. Sustainable Transportation Equity Project (STEP) Pilot Solicitation Open

Enclosure: No

Action: Information/Discussion

D. State Route 41/Avenue 9 Sustainable Corridor Study – Consultant Selection

Enclosure: No

Action: Information and discussion

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. 2020-21 Unmet Transit Needs – Resolution 20-06

Enclosure: Yes

Action: MCTC Staff recommends the MCTC Policy Board approve the Social Service Transportation Advisory Council’s 2020-21 Unmet Transit Needs finding by Resolution 20-06

B. Project Prioritization Study – Award Contract

Enclosure: No

Action: Award contract for Project Prioritization Study

C. Senate Bill 743 Implementation - Update

Enclosure: Yes

Action: Information and Discussion

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

7. ADMINISTRATIVE CONSENT ITEMS

A. Approval of Executive Minutes of the April 22, 2020 Regular Meeting

Enclosure: Yes

Action: Approve Minutes of the April 22, 2020 Regular Meeting

B. Approval of Executive Minutes of the May 20, 2020 Regular Meeting and Closed Session of the Policy Board

Enclosure: Yes

Action: Approve Minutes of the May 20, 2020 Regular Meeting and Closed Session of the Policy Board

C. Extension of On-Call Legal Services Agreement – Aleshire & Wynder, LLP

Enclosure: No

Action: Approve extension of On-Call Legal Services Agreement with Aleshire & Wynder, LLP for 3 years

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

NONE

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

A. Measure “T” FY 2020-21 Draft Annual Work Program

Enclosure: Yes

Action: Information and discussion

B. Measure “T” FY 2018-19 Compliance Audit: City of Madera

Enclosure: Yes

Action: Accept Measure “T” FY 2018-19 Compliance Audit for the City of Madera

10. AUTHORITY – ACTION/DISCUSSION ITEMS

NONE

OTHER ITEMS

11. Miscellaneous

12. Closed Session

A. Report of Closed Session Actions. (Pursuant to Government Code Section 54957.1)

Enclosure: No

Action: Direct Executive Director to contact counsel to prepare an addenda that reflects the recommended action.

13. Adjournment

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



STAFF REPORT
Board Meeting of June 17, 2020

AGENDA ITEM: 4-A
PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

California Housing and Community Development (HCD) Local Early Action Planning (LEAP) Funding, application deadline July 1, 2020

Enclosure: No

Action: Information and discussion

SUMMARY:

Through AB 101, the Governor authorized the Local Government Planning Support Grants for local and regional governments. These are called the Local Early Action Planning (LEAP) and Regional Early Action Planning (REAP) grant programs.

For LEAP, local governments are the eligible applicants and applications are due July 1, 2020. These funds are non-competitive. This means that funding is available for every jurisdiction in Madera County. Funds will not be awarded if an application is not submitted by the deadline. Also, this money is a grant, requires no matching funds, has no housing element or annual progress report thresholds, is flexible as long as there is a tie back to planning and accelerating housing production.

HCD will provide assistance in the preparation of the application. The assigned HCD Staff reviewer/regional liaison for each county in the San Joaquin Valley is Paul McDougall. Please contact paul.mcdougall@hcd.ca.gov or MCTC staff with any questions. Below is a link to the HCD program, including the notice of funding availability and maximum amounts available to each jurisdiction: [HCD Funds Grant Application Information](#)

HCD maximum funding available per jurisdiction:

City of Chowchilla: \$65,000

City of Madera: \$300,000

Madera County: \$300,000

FISCAL IMPACT:

No fiscal impact to the approved 2019-20 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 17, 2020

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

SUBJECT:

Board Recognition of Caltrans District 06/Central Region Director, Sharri Bender Ehlert

Enclosure: No

Action: Present Certificate of Appreciation

SUMMARY:

Sharri Bender Ehlert, Caltrans District 6 Director, announced her retirement effective June 30, 2020. Sharri began her 25 year career with the Department of Transportation in 1988 at District 4 in San Francisco. She relocated to Fresno in 1997 returning to work for Caltrans District 6. Sharri was officially appointed as District 6/Central Region Director in 2012.

Sharri's leadership has guided Madera through many state highway projects in the Madera region. We wish to express our sincere thanks and gratitude for her commitment to excellence and distinguished leadership. We wish her happiness and continued success in her retirement.

FISCAL IMPACT:

No fiscal impact to the approved 2019-20 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 17, 2020

AGENDA ITEM: 4-C

PREPARED BY: Evelyn Espinosa, Associate Regional Planner

SUBJECT:

Sustainable Transportation Equity Project (STEP) Pilot Solicitation Open

Enclosure: No

Action: Information/Discussion

SUMMARY:

The Sustainable Transportation Equity Project (STEP) is a pilot under the California Air Resources Board's Low Carbon Transportation Investments program. STEP is part of California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas (GHG) emissions, strengthening the economy, and improving public health and the environment— particularly in disadvantaged communities. STEP is a new transportation equity pilot for Fiscal Year 2019-20 that aims to address community residents' transportation needs, increase access to key destinations, and reduce greenhouse gas emissions by funding planning, clean transportation, and supporting projects.

STEP has the flexibility to fund many different types of projects to ensure that STEP funds can help meet the needs of each community within that community's context. STEP's overarching purpose is to increase transportation equity in disadvantaged and low-income communities throughout California via two grant types: (1) Planning and Capacity Building Grants and (2) Implementation Grants.

STEP supports the goals of Senate Bill (SB) 1275 (De León, Chapter 530, Statutes of 2014) for prioritizing low- and zero-carbon transportation alternatives; SB 375 (Steinberg, Chapter 728, Statutes of 2008) for reducing greenhouse gas emissions through more integrated transportation, housing, and land use planning; and SB 350 (De León, Chapter 547, Statutes of 2015) for overcoming barriers for low-income consumers and disadvantaged communities to access clean transportation options. Disadvantaged and low-income communities are identified per Assembly Bill 1550 (Gomez, Chapter 369, Statutes of 2016).

Planning and Capacity Building Grants

\$2 million is available for planning and capacity building grants. Funding is intended to support disadvantaged and low-income communities to identify residents' transportation needs and to prepare those communities to implement clean transportation and supporting projects.

Implementation Grants

\$20 million is available for one to three implementation grants to fund clean transportation and supporting projects in disadvantaged communities. Funded projects will work together to increase community residents' access to and use of their transportation system so they can get where they need to go without needing a personal vehicle.

Funds Accessibility

Community-based organizations, federally-recognized tribes, and local governments that serve disadvantaged and low-income communities throughout California.

Timeline

CARB released the STEP pilot program [solicitation letter](#) on June 4th, 2020. Deadline to submit proposals for the planning and community building grant and the implementation grants closes by 5:00 pm (Pacific time) on August 31, 2020.

Teleconferences

CARB will hold four Grant Applicant Teleconferences on June 30, 2020 at 3:00 pm; second and third teleconference on: July 22, 2020, 10:00 am and 2:00 pm; the fourth on August 13, 2020, 3:00 pm. The webinar links can be reached via the [solicitation letter](#).

Contact

If you have any questions regarding STEP, please contact Bree Swenson, Air Pollution Specialist, by email at step@arb.ca.gov. Staff will answer your questions during the Grant Applicant Teleconferences.

Resource Links

For details and updates, please visit the [STEP website](#).

STEP Solicitation can be found [here](#).

Project Concept Handout can be found [here](#).

FISCAL IMPACT:

No fiscal impact to the approved 2019-20 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 17, 2020

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

SUBJECT:

State Route 41/Avenue 9 Sustainable Corridor Study – Consultant Selection

Enclosure: No

Action: Information and discussion

SUMMARY:

Fresno COG, in partnership with the Madera County Transportation Commission, is conducting a study to determine the future transportation needs of the SR 41 corridor in the City of Fresno and the southern segment of SR 41 in Madera County. In addition, the study will analyze the future transportation needs of the Avenue 9 corridor in Madera County between SR 41 and SR 99.

The study will identify existing and future issues along the two corridors related to safety, mobility, congestion, etc., and recommend sustainable improvements that will address the transportation needs of the residents in both counties through multi-modal approaches. Issues to be addressed include mobility, access, safety, and connectivity for all modes of travel including automobiles, transit, walking, and bicycling. Ultimately, transportation projects the study identifies could potentially serve as candidate projects in both counties' transportation sales tax measure expenditure plans, as well as Fresno COG's and Madera CTC's 2022 Regional Transportation Plan(s). The scope of work is available to view by clicking the following web link: [SR41/Ave 9 Sustainable Corridor Study Scope of Work](#).

Fresno COG released a request for proposals on April 20, 2020 for consultant services and received five proposals. Proposals were received from the following consultants:

Advanced Mobility Group
DKS
IBI Group
TJKM
VRPA Technologies

A consultant selection committee comprising representatives from Fresno COG, Madera CTC, City of Fresno, and Caltrans District 6 interviewed their top three consultants and unanimously chose IBI Group (along with sub-consultants RSG and BluePoint Planning). The IBI Group team will bring combined expertise in performance-based sustainable corridor planning, transportation and civil engineering, traffic modeling, public outreach, and economic development.

The study has a budget of \$400,000. The MCTC contribution to the total budget being \$50,000.

FISCAL IMPACT:

No fiscal impact to the approved 2019-20 Overall Work Program and Budget. Included in the 2020-21 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 17, 2020

AGENDA ITEM: 5-A
PREPARED BY: Amelia Davies, Associate Regional Planner

SUBJECT:

2020-21 Unmet Transit Needs – Resolution 20-06

Enclosure: Yes

Action: MCTC Staff recommends the MCTC Policy Board approve the Social Service Transportation Advisory Council's 2020-21 Unmet Transit Needs finding by Resolution 20-06

SUMMARY:

Pursuant to Section 99401.5 of the California Public Utilities Code, MCTC, as the Regional Transportation Planning Agency, must make a finding after holding a Public Hearing that there are no unmet public transportation needs within the jurisdiction of claimants which can be reasonably met before it may approve Local Transportation Fund claims for streets and roads.

The MCTC has determined that its definition of the term “unmet transit needs” includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation, and the Commission has determined that its definition of the term “reasonable to meet” shall apply to all related public or specialized transportation services that:

- (1) are feasible;
- (2) have community acceptance;
- (3) serve a significant number of the population;
- (4) are economical; and
- (5) can demonstrate cost effectiveness

by having a ratio of fare revenues to operating cost at least equal to 10 percent, and the Commission has determined that its definition of the term “reasonable to meet” shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established.

The role of the Social Service Transportation Advisory Council (SSTAC) is to aid the MCTC Policy Board in its review of transit issues with emphasis on the annual identification of transit needs within Madera County. The establishment of the Madera County SSTAC is consistent with State Law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body. The purpose of the SSTAC is to:

A. Annually participate in identification of transit needs (Unmet Transit Needs Public Hearing Process).

B. Review and recommend appropriate action by the MCTC for a jurisdiction which finds, by resolution, that:

- (1) there are no unmet transit needs;
- (2) there are no unmet transit needs that are reasonable to meet;
- (3) there are unmet transit needs that are reasonable to meet.

C. Advise the MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.

At the “Unmet Transit Needs” Public Hearing on Wednesday, May 20, 2020, the MCTC Policy Board opened the hearing to receive public testimony. The following staff evaluation was prepared in cooperation with the SSTAC. MCTC Staff, on behalf of the SSTAC, will submit that body’s findings to the Commission under separate correspondence.

NARRATIVE OF EVALUATION

City of Madera

There are no unmet transit needs that are reasonable to meet at this time in the City of Madera.

MCTC staff has reviewed and discussed testimony regarding the City of Madera’s transit services with the Social Service Transportation Advisory Council (SSTAC). The recommendation from staff and the SSTAC is that there are no unmet transit needs that are reasonable to meet within the City of Madera. The recommendation is based upon the definition of an unmet transit need, which includes any essential trip requests by transit-dependent persons for which there is no other convenient means of transportation.

Testimony was received regarding the reopening of the Walmart stop. City of Madera Staff have worked with the shopping center manager in the past. For safety reasons, all analyses have been done, it is very unsafe for fixed route to travel into a shopping center. The City applied for a Caltrans planning grant, but they have not yet heard from Caltrans about the status. An alternative would be to develop a bus stop at the Pak N Save but there has not been much interest from the community for that. If planning grant is not awarded, the City will test out a bus stop around Pak N Save. Furthermore, Dial-A-Ride is available to drop off right in front of Walmart. This comment is being further studied but not reasonable to meet at this point in time.

There was also a request for 30-minute headways on all Madera Metro routes to make service more dependable. The City is already looking at re-routing for the timing. Route 1 operates in 30-minute headways already. For Route 2, they currently do not have the ridership to support the current route so it would be difficult to meet farebox recovery ratio and does not justify a change to 30-minute headways. Currently an assessment on routes is being performed. MV transit is doing preliminary re-routing assessment to improve efficiency/change the route. There will be an update this summer on this assessment by MV transit.

Extend the Madera Metro service operations on weekends was also requested. The City has been trying for two years to get the Caltrans grant to do a thorough assessment of routes to get data to make determination on whether extending service for the weekend is feasible.

Route 2 ridership is so low, this may not be cost-effective. Even Dial-A-Ride ridership is low on Sundays (possibly due to COVID-19).

City of Chowchilla

There are no unmet transit needs in the City of Chowchilla.

County of Madera

There are no unmet transit needs that are reasonable to meet at this time in the County of Madera.

MCTC staff has reviewed and discussed testimony regarding the County of Madera's transit services with the Social Service Transportation Advisory Council (SSTAC). The recommendation from staff and the SSTAC is that there are no unmet transit needs that are reasonable to meet at this time in the County of Madera. The recommendation is based upon the definition of an unmet transit need, which includes any essential trip requests by transit-dependent persons for which there is no other convenient means of transportation.

Testimony was received for route and schedule improvements for the Chowchilla-Fairmead-Madera connection to ensure a dependable and user-friendly service. In FY18/19 the transit services were undergoing a major transition, this resulted in a better understanding of the need. Ellen Moy went to Fairmead and talked to the President of Fairmead community group. The survey for location of shelter was halted due to COVID-19. This will continually be followed up on based on demand.

A second stop must be added on the Northern side of Fairmead around the vicinity of Avenue 23, was requested. Ellen Moy has been working with the Leadership Counsel of Justice and Accountability on opening such a stop and will continue to do so once COVID-19 allows.

Testimony was also received for increased frequency of routes for Eastin Arcola-Ripperdan-La Vina route. Ellen Moy informed MCTC staff that the County plans to initiate additional runs to this current service on a pilot basis beginning July 2020. One will be added at in mid-morning departing the Downtown Intermodal Center at approximately 11:20am and one at 3:35pm. The County will closely monitor these runs and overall demand for cost effectiveness and for any warranted expansion.

FISCAL IMPACT:

No fiscal impact to the approved 2019-20 Overall Work Program and Budget.

RECOMMENDATION:

The MCTC staff and SSTAC considered the hearing testimony and written comments and recommend the Commission find the following:

1. That the Madera County Transportation Commission finds that there are no unmet transit needs that are reasonable to meet in FY 2020/21 within the jurisdiction of the City of Madera, City of Chowchilla, and County of Madera.

The Madera Metro and the Madera Dial-A-Ride provide transportation services that cover the entire city of Madera.

The Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire city of Chowchilla as well as Fairmead and Valley State Prison.

The Madera County Connection (MCC) provides inter-city transportation from Chowchilla, Fairmead, Madera, La Vina, Madera Ranchos and Eastern Madera County to Children's Hospital Central California where a connection can be made to Fresno via the Fresno Area Express (FAX).

The Senior Bus Program and the Escort Service provides transportation to the Eastern Madera County communities including the newly developed Eastern Madera County Escort Program transit service to Raymond. This service is provided on Wednesdays from 8:30am to 4:30pm.

2. Maintain existing transit systems in Madera County: Madera Transit System (Madera Metro and Dial-A-Ride) in the City of Madera; Madera County Connection; Chowchilla Area Transit Express; Eastern Madera County Escort Service; and Eastern Madera County Senior Bus.

Staff and SSTAC recommend that the current public transit systems continue to operate in Madera County. The existing transit systems meet an existing need for public transit services in the county.

The existing systems are:

- Madera Transit System - City of Madera (Dial-A-Ride and Madera Metro);
- Chowchilla Area Transit Express - City of Chowchilla;
- Eastern Madera County Escort Service; and Eastern Madera County Senior Bus;
- Madera County Connection

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

In the matter of
**FINDINGS OF THE FY 2020-21 UNMET
TRANSIT NEEDS HEARING**

Resolution No.: **20-06**

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

WHEREAS, the Madera County Transportation Commission has determined that its definition of the term “unmet transit needs” includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation; and

WHEREAS, the Madera County Transportation Commission has determined that its definition of the term “reasonable to meet” shall apply to all related public or specialized transportation services that (1) are feasible, (2) have community acceptance, (3) serve a significant number of the population, (4) are economical, and (5) can demonstrate cost effectiveness by having a ratio of fare revenues to operating cost at least equal to 10 percent; and

WHEREAS, the Madera County Transportation Commission has determined that its definition of the term “reasonable to meet” shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established; and

WHEREAS, the Madera County Transportation Commission has given consideration to the requirements pursuant to Public Utilities Code, Section 99401.5.; and

WHEREAS, the Madera County Transportation Commission has determined that there are no public transportation or specialized transportation services that are identified in the 2018 Regional Transportation Plan which are not being implemented and/or funded; and

WHEREAS, the Madera County Transportation Commission, pursuant to Public Utilities Code Section 99401.5 has noticed and held a public hearing on May 20, 2020 to receive testimony on unmet public transportation needs; and

WHEREAS, the Madera County Transportation Commission has considered the testimony received at said hearing; and

NOW, THEREFORE, LET IT BE RESOLVED, that the Madera County Transportation Commission finds that there are no unmet transit needs that are reasonable to meet in FY2020/21 within the jurisdiction of the City of Madera, County of Madera and City of Chowchilla; and

BE IT FURTHER RESOLVED, the Madera County Transportation Commission staff and the Social Service Transportation Advisory Council recommend the following:

1. That the Madera County Transportation Commission finds that there are no unmet transit needs that are reasonable to meet in FY2020/21 within the jurisdiction of the City of Chowchilla, the City of Madera and the County of Madera.

2. Maintain existing transit systems in Madera County:
The Madera Metro and the Madera Dial-A-Ride provide transportation services that cover the entire City of Madera.

The Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire City of Chowchilla as well as Fairmead and Valley State Prison.

The Madera County Connection (MCC) provides inter-city transportation from Chowchilla, Fairmead, Madera, La Vina, Madera Ranchos and Eastern Madera County to Children’s Hospital Central California where a connection can be made to Fresno via the Fresno Area Express (FAX). The Senior Bus Program and the Escort Service provides transportation to the Eastern Madera County communities.

BE IT FURTHER RESOLVED, the Madera County Transportation Commission finds that the existing transit systems meet a continuing transit need and it is reasonable to continue the funding for the existing transit systems.

The foregoing resolution was adopted this 17 day of June 2020 by the following vote:

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

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



2001 Howard Road, Suite 201
Madera, California 93637

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

June 17, 2020

To:

SUBJECT: FY 2020/21 Unmet Transit Needs Public Hearing

Dear Mr./Ms.

On behalf of the entire Madera County Transportation Commission (MCTC) Board, I thank you for presenting your Unmet Transit Needs comments to MCTC staff. Public participation in this process is critical to ensure that the transportation needs of the community are being reasonably met.

This year we received several comments that will help improve public transportation within the Madera Region. The Social Service Transportation Advisory Council, a group comprised of local social service agency representatives and local transit agency staff, thoroughly evaluated each comment, and made subsequent recommendations to the MCTC Policy Board.

Enclosed is a copy of the findings resolution, comment summaries and the Social Service Transportation Advisory Council's response to each comment.

If you have any questions, please contact MCTC staff member Amelia Davies at 675-0721.

Sincerely,

Max Rodriguez, Chair
Madera County Transportation Commissioner

Social Service Transportation Advisory Council

Commission Members

•

Chairman
Max Rodriguez
County of Madera

•

Vice Chairman
Jose Rodriguez
City of Madera

•

Andrew Medellin
City of Madera

•

Brett Frazier
Madera County

•

Tom Wheeler
Madera County

•

Waseem Ahmed
City of Chowchilla

June 17, 2020

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

SUBJECT: SSTAC FY 2020/21 “Unmet Transit Needs” Recommendation

Dear Chairman Rodriguez:

It is with great pleasure that the Social Service Transportation Advisory Council (SSTAC) again makes a recommendation to the Madera County Transportation Commission concerning potential Unmet Transit Needs in Madera County. The SSTAC in weeks prior to the public hearing to review past actions and prepare for this year’s unmet transit needs process. Testimony regarding transit needs in Madera County was received at the “Unmet Transit Needs” Public Hearing on April 20, 2016. The SSTAC met again the week following the public hearing to discuss potential transit issues. Based on the testimony and written comments received our recommendations to the Commission are as follows:

The MCTC staff and SSTAC considered the hearing testimony and written comments and recommend the Commission find the following:

1. That the Madera County Transportation Commission finds that there are no unmet transit needs that are reasonable to meet in FY 2020/21 within the jurisdiction of the City of Madera, City of Chowchilla, and County of Madera.

The Madera Metro and the Madera Dial-A-Ride provide transportation services that cover the entire city of Madera.

The Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire city of Chowchilla as well as Fairmead and Valley State Prison.

The Madera County Connection (MCC) provides inter-city transportation from Chowchilla, Fairmead, Madera, La Vina, Madera Ranchos and Eastern Madera County to Children’s Hospital Central California where a connection can be made to Fresno via the Fresno Area Express (FAX).

The Senior Bus Program and the Escort Service provides transportation to the Eastern Madera County communities including the newly developed Eastern Madera County Escort Program transit service to Raymond. This service is provided on Wednesdays from 8:30am to 4:30pm.

2. Maintain existing transit systems in Madera County: Madera Transit System (Madera Metro and Dial-A-Ride) in the City of Madera; Madera County Connection; Chowchilla Area Transit Express; Eastern Madera County Escort Service; and Eastern Madera County Senior Bus.

MCTC
Executive Director
Patricia Taylor
2001 Howard Rd. Suite 201
Madera, CA 93637
(559) 675-0721
(559) 675-9328 FAX

Staff and SSTAC recommend that the current public transit systems continue to operate in Madera County. The existing transit systems meet an existing need for public transit services in the county. The existing systems are:

- Madera Transit System - City of Madera (Dial-A-Ride and Madera Metro);
- Chowchilla Area Transit Express - City of Chowchilla;
- Eastern Madera County Escort Service; and Eastern Madera County Senior Bus;
- Madera County Connection

Sincerely,

Amelia Davies, MCTC Staff on behalf of
Social Service Transportation Advisory Council

Analysis of Comments Received During the FY 20/21 Unmet Transit Needs Process

Comment #	Agency Affiliation	Transit Service/Jurisdiction	Public Comments	Is it an "Unmet Transit Need"	If identified as an "Unmet Transit Need", is it Reasonable to Meet	Notes
1	Madera County	MCC/Chowchilla-Fairmead	The schedule must be updated to include more frequent routes, both Northbound to Chowchilla and Southbound to Madera	Yes	This comment is not "reasonable to meet" based on the current definition. The demand for this service is not high.	The County will continue monitoring ridership and will be conducting an assessment of their routes.
			The Chowchilla-Fairmead-Madera schedule must be extended to the weekends to afford transit users improved access to this essential route	Yes	This comment is not "reasonable to meet" based on the current definition. The demand for this service is not high.	County transit staff went to Fairmead and talked to the President of Fairmead community group. The survey for location of shelter was halted due to COVID-19. Leadership Council was also going to assist with this. Demand is not overwhelming on this route. This unmet need will be followed up based on level of demand.
			A second stop must be added on the Northern side of Fairmead around the vicinity of Avenue 23 to ensure that this curcial transit service is accessible to residents throughout the entire community. Provided that the only existing stop in Fairmead is located at Galilee Missionary Baptist Church on Avenue 22 1/2 near Fairmead Blvd, riders who live on the other side of the community are not able to easily access the route.	Yes	This comment not reasonable to meet at this point in time but it is being worked on.	Ellen Moy and County staff has been working with the Leadership Council on opening such a stop and will continue to do so once COVID-19 allows.
2	Madera County	Eastin Arcola-Ripperdan-La Vina	Increased frequency of routes for Eastin Arcola-Ripperdan-La Vina Transit	Yes	This comment is not currently reasonable to meet.	The County plans to initiate additional runs to this current service on a pilot basis beginning July 2020. One will be added in mid-morning departing the Downtown Intermodal Center at approximately 11:20am and one at 3:35pm. The County will closely monitor these runs and overall demand for cost effectiveness and for any warranted expansion.
			Improvements to the MAX and "Dial-a-Ride" Systems in the City of Madera aimed at creating more equitable and user-friendly transit services: Re-opening of the Walmart stop;	Yes	This comment is not reasonable to meet at this point in time.	This comment is currently being further studied by City of Madera staff.
			Installation of trash cans on MAX buses	No	N/A	There is no eating or drinking on the bus and trash cans are available at bus stops. However, there is a trash can in front of the bus but no where to secure on at the back so that would not be feasible. The trash cans get emptied with driver change or end of day.

3	City of Madera	Thirty-minute incremented bus service on all MAX routes;	Yes	Not reasonable to meet because it is not cost effective.	City staff is already looking at re-routing for the timing. For Route 2, they currently do not have the ridership to support the current route so it would be difficult to meet farebox recovery ratio and does not justify a change to 30-minute headways. Currently an assessment on routes is being performed. MV transit is doing preliminary re-routing assessment to improve efficiency/change the route. There will be an update this summer on this assessment by MV transit.
		Improvements to the "Dial-a-Ride" Dispatch system	No	N/A	Dispatch is trained once a month. Riders can schedule as much as 7 days in advance and should be scheduled at least 24 hours in advance. Otherwise it is first come/first served. DAR user guidelines will be online and will be on the bus as handouts.
		Extended MAX service operation on weekends;	Yes	Not reasonable to meet because it is not cost effective.	The city has been trying for two years to get the Caltrans planning grant to do a thorough assessment of routes to get data and to make determination on whether extending service for the weekend is feasible. Ridership is currently low on Route 2 and it is not cost-effective. Even DAR Sunday service is low (possible due to COVID-19).
		Equip bus stops and buses with route-related signage	No	N/A	The City is about to launch the new signage for bus stops. This is upcoming.
4	All	Apply for grant funding to secure free rides for students	No	N/A	CARES Act is currently providing very generous funding. City of Madera is currently offering free rides as part of the CARES Act funding and we don't want to overlook that. Ridership is dropping for the last 5 years, even before COVID-19. So many transit agencies are struggling to get ridership back. Whether or not free rides will be sustainable after CARES Act funding is another factor. MCTC is not solely responsible for applying for funding but we do coordinate with each agency.
		Pursuit of regional funding for an electric rural rideshare program	No	N/A	Comment from Ellen Moy: Calvans is a very respectable agency for farm workers and general public. County recommends that MCTC contact Calvans to inquire what kind of vehicles, if electric, for rideshare purposes and maybe to beef up the already existing service. Inquire about Fresno's program.

		Mandated discrimination prevention and accessibility training for all Madera County Transit Staff	No	N/A	There is mandatory Title VI training upon hire at MV Transit. County transit has in service meetings for all drivers. During these meetings they normally have presenters with disability challenges to help drivers understand their challenges when using transit so drivers can better help understand their needs when transporting them.
--	--	---	----	-----	---

||

||

||

Analysis of Comments Received During the FY 20/21 Unmet Transit Needs Process

Comentario #	Agencia encargada	Servicio de transporte público/Jurisdicción	Comentarios del público	¿Es una Necesidad Insatisfecha ?	Si se identifica como un "Necesidad Insatisfecha", ¿Es Razonable para Cumplir ?	Notas
1	Condado de Madera	MCC/Chowchilla-Fairmead	El horario debe actualizarse para incluir rutas más frecuentes, tanto hacia el norte hasta Chowchilla y hacia el sur hasta Madera	Si	Este comentario no es "razonable para cumplir" basado en la definición actual. La demanda de este servicio no es alta.	El Condado continuará monitoreando el número de pasajeros y llevará a cabo una evaluación de sus rutas.
			El horario de Chowchilla-Fairmead-Madera debe extenderse a los fines de semana para permitir a los usuarios de tránsito un mejor acceso a esta ruta esencial	Si	Este comentario no es "razonable para cumplir" basado en la definición actual. La demanda de este servicio no es alta.	El personal de tránsito del condado fue a Fairmead y habló con el presidente del grupo comunitario de Fairmead. La encuesta para la ubicación del refugio se detuvo debido a COVID-19. Leadership Counsel también iba a ayudar con esto. La demanda no es abrumadora en esta ruta. A esta necesidad insatisfecha se le será un seguimiento en función del nivel de demanda.
			Una segunda parada debe ser agregada en el lado norte de Fairmead alrededor de la avenida 23 para garantizar que este servicio de tránsito crucial sea accesible a los residentes en toda la comunidad. Esa es la única parada existente en Fairmead y se encuentra en Galilee Missionary Baptist Church en Avenue 22 1/2 cerca de Fairmead Blvd, los usuarios que viven en el otro lado de la comunidad no pueden acceder fácilmente a la ruta.	Si	Este comentario no es razonable para cumplir en este momento, pero se están trabajando en ello.	Ellen Moy y el personal del Condado han estado trabajando con Leadership Counsel en la apertura de tal parada y continuarán haciéndolo una vez que se se pueda después del Covid-19
2	Condado de Madera	Eastin Arcola-Ripperdan-La Vina	Aumento de la frecuencia de rutas para Eastin Arcola-Ripperdan-La Vina Transit	Si	Este comentario no es razonable para cumplir.	El Condado planea incrementar el número de viajes de manera piloto a partir de julio de 2020. Uno se agregará a media mañana saliendo del Downtown Intermodal Center aproximadamente a las 11:20 a.m. y otro a las 3:35 p.m. El Condado supervisará de cerca estos nuevos horarios de servicio y la demanda general por su reutilización y por cualquier expansión justificada.
			Mejoras en los sistemas MAX y "Dial-a-Ride" en la ciudad de Madera con el objetivo de crear servicios de tránsito más equitativos y fáciles de usar: Reapertura de la parada Walmart;	Si	Este comentario no es razonable para reunirse en este momento.	Este comentario está siendo estudiado actualmente por el personal de la Ciudad de Madera.
			Instalación de bote de basura en los autobuses MAX	No	N/A	No se debe de comer ni beber en el autobús y los botes de basura están disponibles en las paradas de autobús. Sin embargo, hay un bote de basura en frente del autobús, pero no hay donde sugetarlo en la parte posterior, de modo que no sería factible. Los botes de basura se vacían con el cambio de conductor o al final del día.

3

Ciudad de Madera

<p>Servicio de autobús incrementado a cada treinta minutos en todas las rutas MAX;</p>	<p>Si</p>	<p>No es razonable cumplir porque no es redituable.</p>	<p>El personal de la ciudad ya está buscando el cambio de ruta para mejorar los tiempos. Para la Ruta 2, actualmente no tienen el número de pasajeros para apoyar la ruta actual, por lo que sería difícil cumplir con la tasa de recuperación de la caja de tarifas y no justifica un cambio a los avances de 30 minutos. Actualmente se está realizando una evaluación de las rutas. MV Transit está haciendo una evaluación preliminar de re-entramineto para mejorar la eficiencia/cambiar la ruta. Habrá una actualización este verano sobre esta evaluación por MV Transit.</p>
<p>Mejoras en el sistema de comunicación "Dial-a-Ride";</p>	<p>No</p>	<p>N/A</p>	<p>El personal que se encarga de las llamadas es entrenado una vez al mes. Los pasajeros pueden programar hasta con 7 días de anticipación y deben programar los viajes con al menos 24 horas de anticipación. De lo contrario, los autobuses son mandados dependiendo al orden de la llamada recibida. Los reglamentos para usar DAR estarán en línea y estarán en el autobús como folletos.</p>
<p>Operación del servicio MAX extendida los fines de semana;</p>	<p>si</p>	<p>No es razonable cumplir porque no es redituable.</p>	<p>La ciudad lleva dos años intentando conseguir la subvención de planificación de Caltrans para hacer una evaluación exhaustiva de las rutas para obtener datos y hacer una determinación sobre si es factible extender el servicio para el fin de semana. El número de pasajeros es actualmente bajo en la Ruta 2 y no es redituable. Incluso el servicio de los Domingos de DAR es bajo (posible debido a COVID-19).</p>
<p>Equipar las paradas de autobús y los autobuses con señalamiento relacionado con las rutas</p>	<p>No</p>	<p>N/A</p>	<p>La ciudad está a punto de lanzar nueva señalización para las paradas de autobús.</p>
<p>Aplicar a financiación de subvenciones para asegurar viajes gratuitos para los estudiantes</p>	<p>No</p>	<p>N/A</p>	<p>La Ley CARES está proporcionando actualmente fondos muy generosos. La Ciudad de Madera actualmente ofrece paseos gratuitos como parte de la financiación de CARES y no queremos pasar eso por alto. El número de pasajeros ha estado cayendo durante los últimos 5 años, incluso antes del COVID-19. Muchas agencias de transporte público están luchando para recuperar el número de pasajeros. Si los viajes gratuitos serán o no sostenibles después de la financiación del CARES Act es otro factor. MCTC no es el único responsable de solicitar financiación, pero sí coordinamos con cada agencia.</p>

4	Todas las agencias	<p>Buscar fondos regionales para un programa eléctrico de viajes compartidos rural</p>	No	N/A	<p>Comentario de Ellen Moy: Calvans es una agencia muy respetable para los trabajadores agrícolas y el público en general. El Condado recomienda que MCTC se ponga en contacto con Calvans para preguntar qué tipo de vehículos, si son eléctricos, para propósitos de viajes compartidos y tal vez para reforzar el servicio ya existente. Hay que informarse sobre el programa de Fresno.</p>
		<p>Capacitación obligatoria para la prevención de la discriminación y accesibilidad para todo el personal de tránsito del Condado de Madera</p>	No	N/A	<p>Hay capacitación obligatoria del Título VI previa a cualquier contratación laboral en MV Transit. El tránsito del condado tiene reuniones de servicio para todos los conductores. Durante estas reuniones normalmente tienen presentadores con problemas de discapacidad que ayudan a los conductores a entender sus desafíos por los que pasan al usar el transporte público. De esta manera los conductores puedan entender mejor sus necesidades cuando los lleven a sus destinos.</p>

||

||



STAFF REPORT
Board Meeting of June 17, 2020

AGENDA ITEM: 5-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Project Prioritization Study – Award Contract

Enclosure: No

Action: Award contract for Project Prioritization Study

SUMMARY:

A Request for Proposals (RFP) was released on April 30, 2020 to seek consultant services to conduct a project prioritization study to address traffic congestion, maintenance, transit needs, or vehicle alternatives, such as bicycle and pedestrian travel. The study will identify currently planned projects, identify projects not currently planned for, establish costs to complete identified projects, establish relevant facility conditions, estimate projected revenue available for transportation in the next 25 years, and identify the funding shortfall resulting from these projections. Once comprehensively listed, a methodology will be developed to help prioritize the projects. The results of the prioritization process will inform the planning and investment decision making process.

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

MCTC previously completed a project prioritization study in 2005. The previous study established the foundation upon which project listings were utilized for various subsequent planning documents and activities including the Regional Transportation Plan, Federal Transportation Improvement Program, and the Measure "T" Investment Plan. The new study will be conducted in three phases with oversight from an MCTC staff project manager and a committee of local agency representative stakeholders.

The RFP was sent to over 30 firms and was advertised on the Commission website. One proposal was received by VRPA Technologies, Inc. The scoring committee has reviewed the proposal and has determined that the proposal meets the requirements of the RFP. Staff recommends awarding a contract to VRPA Technologies, Inc. in an amount not to exceed of \$190,000 to conduct the study. The SB-1 Sustainable Planning Grant program is the funding source for the study.

FISCAL IMPACT:

No fiscal impact to the approved 2019-20 Overall Work Program and Budget. Included in the FY 2020-21 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 17, 2020

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

SUBJECT:

Senate Bill 743 Implementation - Update

Enclosure: Yes

Action: Information and Discussion

SUMMARY:

Senate Bill 743 (SB 743) was signed in 2013, with the intent to “more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.” When implemented, “traffic congestion shall not be considered a significant impact on the environment” within California Environmental Quality Act (CEQA) transportation analysis.

SB 743 requires the Governor’s Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within CEQA. For land use projects, OPR identified Vehicle Miles Traveled (VMT) per capita, VMT per employee, and net VMT as new metrics for transportation analysis. For transportation projects, lead agencies for roadway capacity projects have discretion, consistent with CEQA and planning requirements, to choose which metric to use to evaluate transportation impacts. The level of traffic congestion on a roadway segment, or its Level of Service (LOS), will no longer be an analysis factor for considering the significant impacts of a project.

Legislature Members Request for Delay of Implementation

On May 25, 2020, a bi-partisan letter signed by 20 members of the California Senate and Assembly was sent to the office of Governor Newsom requesting the implementation of SB743 be delayed two years (July 1, 2022). The letter was signed by Anna Caballero, Senate District 12; Andreas Borgeas, Senate District 8; and Frank Bigelow, Assembly District 5. A copy of the letter can be viewed by clicking the following web link: [Letter from CA Legislature on SB 743 Implementation.](#)

The letter highlights concerns related to the policy impacting housing costs, specifically of increased home costs disproportionately burdening lower income households. SB 743 will see higher mitigation costs for housing the further away it is proposed from jobs centers and urban cores despite lower income earners often relying on housing in these areas due to their affordability. This issue can be further compounded by the amount of non-fixed location employment in the construction, agricultural, delivery, service, maintenance/repair, etc., industries who rely on affordable housing.

San Joaquin Valley Regional Policy Council Position

A letter is being drafted to Caltrans Director Toks Omishakin from the San Joaquin Valley Regional Policy Council at the behest of the San Joaquin Valley Directors Committee. A copy of the letter has been included with this item.

The letter highlights that SB 743 was created to establish special administrative and judicial review procedures under CEQA for the City of Sacramento's Downtown Golden 1 Sports Center. The bill, however, has been construed as providing guidance on reforming transportation and CEQA planning practices statewide, rather than a specific project.

The letter also discusses concerns related to delivering on voter approved measure programs, many of which serve to benefit the state's important economic corridors with projects improving safety and efficiency of transport.

Negative impacts to housing affordability in disadvantaged communities is also discussed. Additional housing and transportation costs because of more intensive levels of VMT mitigation will disproportionately burden lower income households.

Beyond requesting a delay in the implementation of SB 743, The San Joaquin Valley Regional Policy Council have offered the following solution for consideration:

1. Encourage teleworking. The COVID-19 pandemic has provided a crash course in demonstrating that technology can be a solution to alleviating traffic congestion, improving air quality and quality of life.
2. Provide greater incentives for the purchase of electric vehicles, installation of charging stations along the state highway system and retrofit homes to provide the proper charging outlets. This would provide for an immediate, cost-effective solution to improving air quality while enhancing mobility for residents.
3. Continue making investments into passenger rail service. This includes augmenting funding for grade separation projects to enhance safety from cross traffic, ensuring reliability of service, and reducing idling of vehicles at rail intersections. Continued investments to provide cost-effective and frequent service will help ease congestion and improve air quality.
4. Innovation by transit systems to model service after transportation network companies through offering vanpool service, car sharing, and other alternatives rather than traditional bus routes.
5. Ship more containers and goods via freight rail to reduce truck traffic on major arterials such as Highway 99 and Interstate 5. This would greatly enhance safety, slow down road degradation, and alleviate congestion.
6. Provide greater incentives for businesses to locate or expand operations in the San Joaquin Valley. This would reduce GHGs, VMT, and is a greater return on investment than building expensive high-density housing in already densely populated, high-cost metropolitan areas.

Comment on the SB 743 Draft Transportation Analysis Framework (TAF) and the Draft Transportation Analysis under CEQA

Caltrans released the Draft Transportation Analysis Framework and the Draft Transportation Analysis under CEQA (TAC) for review in March of this year. An extended comment period ended June 15, 2020.

The Draft Transportation Analysis Framework (TAF) assists Caltrans staff and other transportation professionals in identifying the best approach for analyzing induced travel in terms of VMT under CEQA in various settings and for projects on the State Highway System (SHS).

The Draft Transportation Analysis under CEQA (TAC) guides Caltrans and other CEQA practitioners in making CEQA significance determinations for transportation projects on the SHS.

MCTC staff, in conjunction with other San Joaquin Valley MPO staff, have reviewed the draft guidance documents and provided comments on the following elements:

- Tools proposed for use to calculate induced vehicle miles travelled are not sensitive to the diverse conditions in the San Joaquin Valley, more suited for large metropolitan areas
- Further classification is needed to designate area types with context to their region (large metro/urban, small city/community, rural island/township, primarily rural)
- More clarification or regional context is needed for exemption of safety projects in key state goods movement corridors

FISCAL IMPACT:

No fiscal impact to the approved 2019-20 Overall Work Program and Budget.

June 11, 2020

Toks Omishakin
Caltrans Director
1120 N Street
P.O. Box 942873
Sacramento, CA 95814

RE: Comments on SB 743 Implementation

Dear Director Omishakin:

On behalf of the San Joaquin Valley Regional Planning Agencies Policy Council (Policy Council), we appreciate the opportunity to provide comments on the implementation of SB 743. The Policy Council represents the eight county metropolitan planning organizations and the 62 cities of the San Joaquin Valley on regional transportation and air quality issues. We have serious concerns about the implementation of SB 743, and its potential adverse effects on major goods movement transportation projects, and on housing and transportation cost for our disadvantaged communities.

Under SB 743, Caltrans and other California Environmental Quality Act (CEQA) practitioners, will adopt new guidance for CEQA significance determinations, including identifying the best approach for analyzing vehicle miles traveled (VMT) and induced travel for new projects. This effort stems from SB 743, which established special administrative and judicial review procedures under CEQA for the City of Sacramento's Golden 1 Sports Center. The bill, however, has been construed as providing guidance on reforming transportation and CEQA planning practices statewide, rather than for a specific project.

The San Joaquin Valley is the heart of California's transportation system, and is a major generator of economic activity within California. A significant majority of our agricultural commodities are transported by truck primarily using State Route 99, Interstate 5 and other major east-west corridors. Many of the transportation projects that are currently identified for construction through existing regional sales tax measures will improve these state highways and eliminate dangerous congestion bottlenecks. We have made promises to our voters to work with Caltrans to help fund these regional projects through our sales tax measures. The interpretation and implementation of SB 743 will impede these construction efforts, and contradicts the commitments we have made to our residents for locally funded highway improvements.

SB 743 also has an adverse impact on the cost of housing and transportation for our numerous disadvantaged minority communities. Costly VMT mitigation measures to be imposed by jurisdictions on new housing projects from SB 743, and an emphasis on job creation in urban centers,

(559) 266-6222

(559) 314-6015

2001 Howard Road, Suite 201
Madera, CA 93637

<http://sjvcogs.org/>

Chair
Supervisor Chuck Winn
San Joaquin County

Vice-Chair
Supervisor Robert Poythress
Madera County

San Joaquin
Council of
Governments

Tulare County
Association of
Governments

Fresno
Council of
Governments

Kern
Council of
Governments

Kings County
Association of
Governments

Madera County
Transportation
Commission

Merced County
Association of
Governments

Stanislaus
Council of
Governments

will increase, not decrease VMT. As a result, our lower income households will be burdened with additional housing and transportation costs resulting from SB 743.

The Valley's population is currently near 4.35 million residents and has grown by 159 percent since 1980. By 2050, our population will nearly double in size. We need to accommodate this projected growth and are not able to "rise" as a region if we sacrifice economic development through the restrictive and costly measures included in SB 743.

We do not support SB 743; however, we have several solutions to offer for your consideration:

1. Encourage and incentivize teleworking. The COVID-19 pandemic has provided a crash course in demonstrating that technology can be a solution to alleviating traffic congestion, improving air quality and quality of life.
2. Provide greater incentives for the purchase of electric vehicles, installation of charging stations along the state highway system, and retrofit homes to provide the proper charging outlets. This would provide for an immediate, cost-effective solution to improving air quality while enhancing mobility for residents.
3. Continue making investments into passenger rail service. This includes augmenting funding for grade separation projects to enhance safety from cross traffic, ensuring reliability of service, and reducing idling of vehicles at rail intersections. Continued investments to provide cost-effective and frequent service will help ease congestion and improve air quality.
4. Encourage innovation by transit systems to model service after transportation network companies through offering vanpool service, car sharing, and other alternatives rather than traditional bus routes.
5. Ship more containers and goods via freight rail to reduce truck traffic on major arterials such as Highway 99 and Interstate 5. This would greatly enhance safety, slow down road degradation, and alleviate congestion.
6. Provide greater incentives for businesses to locate or expand operations in the San Joaquin Valley. This would reduce GHGs, VMT, and is a greater return on investment than building expensive high-density housing in already densely populated, high-cost metropolitan areas.

Aside from SB 743, we strongly support the climate goals of the State of California and are deeply committed to improvements to passenger and freight rail systems, reductions in greenhouse gas emissions, reasonable reductions in vehicle miles travelled, improvements to walking, biking and other modes of transportation, and support transportation investments aligned with housing and economic development.

Achieving reductions in VMT amid rapid expansion and growth in our region continues to be a major policy discussion as we work to implement the goals of the Climate Investment Program. We will continue to welcome coordination and dialogue with the CARB, Strategic Growth Council, Housing and Community Development, California Transportation Commission, Caltrans and other State partners to address this topic.

We respectfully request that SB 743 be administered for its original purpose, and not be implemented for projects on the state highway system. We welcome the opportunity to have a constructive conversation on our proposed solutions to truly address mutual goals of reducing GHG and enhancing mobility in our region, and throughout our great state.

Thank you for your consideration.

Sincerely,



Chuck Winn

Chair of the San Joaquin Valley Regional Planning Agencies Policy Council
Supervisor, San Joaquin County

cc: Kate Gordon, Governor's Office of Planning and Research
Mary Nichols, California Air Resources Board
David Kim, CalSTA Secretary

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: April 22, 2020
Time: 3:00 pm
Place: MCTC Chambers and Go to Webinar

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

Members Absent: None

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

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

MCTC sitting as the Transportation Policy Committee

1. PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENT

None

3. TRANSPORTATION CONSENT ITEMS

A. Active Transportation Program Cycle 5

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill

101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program with a focus to make California a national leader in active transportation. The ATP is administered by the Division of Local Assistance, Office of State Programs.

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009)
- Enhance public health
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

Cycle 5 is expected to include about \$440M in ATP funding consisting of Federal funding, State SB-1 funding, and State Highway Account (SHA) funding. The funding/programming years are expected to include 21/22, 22/23, 23/24 and 24/25 fiscal years.

The Call for Projects was released on March 25, 2020 with the approval of the updated guidelines by the California Transportation Commission (CTC). The application postmark date is June 15, 2020.

Potential applicants are encouraged to check the [CTC](#) website for future updates including any possible delays due to COVID-19.

Action: Information and discussion

B. FY 2020-21 Unmet Transit Needs Public Hearing Update

The Transportation Development Act (TDA) requires that the MCTC Policy Board determine that public transportation needs within Madera County will be reasonably met in FY 2020-21 prior to approving claims of Local Transportation Funds (LTF) for streets and roads. The MCTC's Social Service Transportation Advisory Council (SSTAC) is responsible for evaluating unmet transit needs. Each year the SSTAC begins the process of soliciting comments from the public by sending letters to agencies and individuals interested in providing feedback on their public transportation needs within Madera County. The request for comment letters was mailed during late February 2020.

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

PUBLIC HEARING –Wednesday, May 20, 2020 at 3:00 p.m.

This meeting/public hearing will be via GoToWebinar

MCTC staff strongly encouraged the public to submit their unmet transit needs comments via unmet transit needs survey, email, snail mail, or by phone. MCTC staff will present each comment to the Board of Commissioners during the May public hearing so that all comments are heard during this process.

The link to the unmet transit needs survey can be found on our website, social media pages, the public hearing notice, and fliers.

A Spanish language interpreter will also be available for those who wish to testify in Spanish. A public notice will be printed in the local newspapers, and fliers will be distributed throughout the community publicizing the hearing.

Action: Information and discussion

C. *Transit Memorandum of Understandings with Local Agencies*

As required by Federal regulations, there shall be an agreement between the Metropolitan Planning Organization (MPO) and operators of publicly owned transit services which specifies cooperative procedures for carrying out transportation planning and programming activities. The current Transit MOUs have been updated to include language regarding Transit Asset Management, performance-based planning and programming, and other related performance measures. All the member transit agencies have returned their fully executed MOUs and were included in the board package.

Action: Approve Transit Memorandum of Understandings with Local Agencies

D. *Low Carbon Transit Operation Program (LCTOP) List of Projects – Resolution 20-01 Amendment No. 1*

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created as a statewide program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This program is funded by auction proceeds from the California Air Resource Board's Cap-and-Trade Program established by Assembly Bill 32 with proceeds deposited into the Greenhouse Gas Reduction Fund.

The Madera County Transportation Commission is a designated recipient of Low Carbon Transit Operations Program funds for the Madera region. Funds allocated for the FY 2019/20 Low Carbon Transit Operations Program total \$298,667. Allocation of these funds is based on the State Controller's distribution formula for State Transit Assistance (STA) funds, per Sections 99313 and 99314 of the California Public Utilities Code. Matching funds are not required for this program. The following projects will be submitted:

City of Chowchilla

City of Chowchilla Transit Bus Stop
\$26,922

City of Madera
City of Madera Farebox Modernization
\$124,327
County of Madera
MCC Bus Stop Shelters and Amenities
147,418

Action: Approve LCTOP List of Projects – Resolution 20-01 Amendment No. 1

E. 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 11 – Administrative Modification

Amendment No. 11 (Type 1 Administrative Modification) to the 2019 Federal Transportation Improvement Program. This amendment updates the County of Madera’s Oakhurst Midtown Connector project.

Amendment No. 11 meets all applicable transportation planning requirements per 23 CFR Part 450 and 40 CFR Part 93. These projects and/or project phases are consistent with the adopted 2018 Regional Transportation Plan (RTP), as amended.

The MCTC Public Participation Plan does not require a public review and comment period for Type 1 Administrative Amendments. The MCTC Policy Board has delegated MPO approval of Type 1 Administrative Amendments to its Executive Director. State approval has also been delegated to the MCTC Executive Director.

Action: Ratify 2019 Federal Transportation Improvement Program Amendment No. 11

F. Project Prioritization Study

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

The goals of the Project Prioritization Study are to identify and prioritize transportation projects that best help the region meet its various goals related to Greenhouse Gas (GHG) reduction, reducing vehicle mile traveled (VMT), better accommodating diverse modal choice, increasing traffic safety,

supporting economic vitality and decreasing adverse health effects related to travel throughout the Madera Region. The overall process will be one that continues to advance MCTC's overarching goal of further promoting social equity in transportation project delivery.

MCTC previously completed a project prioritization study in 2005. The previous study established the foundation upon which project listings were utilized for various subsequent planning documents and activities including the Regional Transportation Plan, Federal Transportation Improvement Program, and the Measure "T" Investment Plan. The new study will be conducted in three phases with oversight from an MCTC staff project manager and a committee of local agency representative stakeholders. MCTC will retain professional consultant services to assist in the study development.

The first phase will focus on Data Collection. Data collection will focus on the collection and analyses of existing project data as well as developing a method for the identifying of unidentified projects data. The listings will be combined into a comprehensive list. Phase one activities will occur in the Spring of 2020.

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

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

The study will be funded with FY 19-20 and FY 20-21 SB 1 Sustainable Communities Planning Formula Grants.

Action: Information and discussion

G. FY 2021-22 Sustainable Transportation Planning Grant Update

The California Department of Transportation (Caltrans) is seeking public and stakeholder input on updating the Fiscal Year 2021-22 Sustainable Transportation Planning Grant Application Guide.

WebEx events are scheduled to outline the update process for the grant guide and receive input on potential updates.

This is an opportunity to inform how Caltrans invests State and federal funds from sources including the State's Senate Bill 1 Road Repair and Accountability Act of 2017, the Federal Transit Administration (Section 5304), and the Federal Highway Administration (State Planning and Research, Part I).

The same content will be presented at each workshop. Please see the attached notice for more information.

Action: Information and discussion

H. Letter of Support San Joaquin Regional Rail Commission's FY 2020 BUILD Grant Application

Staff prepared a letter of support regarding the San Joaquin Regional Rail Commission's (SJRR) FY 2020 BUILD Grant application for the Stockton Diamond Grade Separation project. Funding of their request will allow SJRR to leverage State funds to construct a transformative rail infrastructure project to improve safety on the freight network, increase the efficiency of freight and passenger rail movement, provide improved access from the Port of Stockton to national and worldwide markets, and facilitate continued economic growth and competitiveness in the greater-Central Valley and San Francisco Bay areas.

SJRR is requesting \$25 million in BUILD funding for the construction of the Stockton Diamond Grade Separation project. At an estimated cost of \$237 million, a BUILD award would be matched by significant investments in State funding toward project completion.

Action: Information and discussion. Direction may be provided.

I. California High Speed Rail Authority 2020 Draft Business Plan – WYE Madera Task Force Comment Letter

The WYE Madera County Task Force has reviewed the Draft 2020 California High Speed Rail Authority Business Plan and drafted a comment letter. The letter emphasizes continued support for completion of the Central Valley segment, further clarification on the Madera Station, provide criteria and opportunities for input on High Speed Rail operations and maintenance facilities siting, describing the intended central valley wye construction for interim service, identification and measures to address socioeconomic impacts, and updating environmental and socioeconomic analyses with current projections and plans. A copy of the letter was enclosed in the Board Agenda.

WYE Madera County is a collaborative of agencies in Madera County with common interests pertaining to the California High-Speed Rail ("HSR"). WYE Madera County members are:

- County of Madera
- City of Chowchilla
- City of Madera
- Madera County Transportation Commission
- Madera Unified School District

- Workforce Development Board of Madera County
- Madera County Economic Development Commission

This letter provides WYE Madera County's input to the Authority on the Draft 2020 California High Speed Rail Business Plan ("Draft 2020 Business Plan") issued on February 12, 2020. The close of public comment was originally scheduled for April 12, 2020. The comment period has been extended to June 1, 2020.

Action: Information and discussion

J. 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 12 – Administrative Modification

Amendment No. 12 (Type 1 Administrative Modification) to the 2019 Federal Transportation Improvement Program. This amendment updates the Highway Bridge Program (HBP) Grouped Project Listing and adds Highway Infrastructure Program (HIP) revenue to the financial spreadsheet.

Amendment No. 12 meets all applicable transportation planning requirements per 23 CFR Part 450 and 40 CFR Part 93. These projects and/or project phases are consistent with the adopted 2018 Regional Transportation Plan (RTP), as amended.

The MCTC Public Participation Plan does not require a public review and comment period for Type 1 Administrative Amendments. The MCTC Policy Board has delegated MPO approval of Type 1 Administrative Amendments to its Executive Director. State approval has also been delegated to the MCTC Executive Director.

Action: Ratify 2019 Federal Transportation Improvement Program Amendment No. 12

K. 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 13 – Administrative Modification

Amendment No. 13 (Type 1 Administrative Modification) to the 2019 Federal Transportation Improvement Program. This amendment updates the South Madera 6 Lane (SR 99 Ave 7-12) and Planning Programming, and Monitoring projects.

Amendment No. 13 meets all applicable transportation planning requirements per 23 CFR Part 450 and 40 CFR Part 93. These projects and/or project phases are consistent with the adopted 2018 Regional Transportation Plan (RTP), as amended.

The MCTC Public Participation Plan does not require a public review and comment period for Type 1 Administrative Amendments. The MCTC Policy Board has delegated MPO approval of Type 1 Administrative Amendments to its Executive Director. State approval has also been delegated to the MCTC Executive Director.

Action: Ratify 2019 Federal Transportation Improvement Program Amendment No. 13

Transportation Consent Calendar Action on Items A – K: Upon motion by Commissioner Brett Frazier, seconded by Commissioner Tom Wheeler to approve the Transportation Consent Calendar items (A-K). A vote was called, and the motion carried.

4. TRANSPORTATION ACTION/DISCUSSION ITEM

A. COVID-19 Legislation and Transportation Impacts

The COVID-19 pandemic has created new obstacles for state and local officials as they try to adapt to rapidly changing circumstances and mitigate the scope of anticipated economic and fiscal losses. Revenue, budgets, and regional fiscal resiliency are all now in question as local, state, and national governments closely observe how the outbreak develops.

This agenda item discussed 3 current topics related to the COVID-19 Pandemic:

1. Coronavirus Aid, Relief, and Economic Security Act (CARES Act) – March 27, 2020
2. Revenue, Budgets and Fiscal Impacts of COVID-19
3. “Phase 4” – Emergency Relief and Economic Recover Package – Currently in formation

- **Coronavirus Aid, Relief, and Economic Security Act (S. 3548) or “CARES Act” – March 27, 2020**

The CARES Act was signed by President Trump on March 27, 2020. The CARES Act provides nearly \$2 trillion in financial relief as the United States tries to mitigate the spread of COVID-19. As it relates to local government, the CARES package includes assistance for community development, housing and homelessness, and transportation.

For this report, MCTC staff focused on transportation. The Federal Transit Administration (FTA) announced \$25 billion (\$22.7 billion to large and small urban areas and \$2.2 billion to rural areas) - [25 billion](#) in federal funding allocations to the transit industry following the President signing of the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The CARES Act directs FTA to allocate funding to prevent, prepare for, and respond to the coronavirus through the existing Urbanized Area Formula Grants Program, Rural Areas Formula Grants Program, and the Tribal Transit Formula Grants Program. Funding will be provided at a 100% federal share, with no local match required.

The State of California will receive a total of \$3,767,283,119. The Madera UZA apportionment (City of Madera and a portion to County by agreement) will receive: \$6,440,671. This apportionment includes (1) Section 5307 and 5340; (2) CARES Act Stimulus; and (3) Small Transit Intensive Cities funds. For budget purposes, the annual apportionment is approximately \$2.8 million, and the stimulus is approximately \$3.6 million for a total of \$6.4 million available.

The apportionment for Section 5311 which is allocated to the City of Chowchilla and County of Madera is apportioned by Caltrans Division of Rail and Mass Transportation (DRMT). Caltrans

DRMT is applying to Federal Transit Administration (FTA) for \$30 million (*approximately 30% of California's Section 5311 CARES Act apportionment*). This exceeds the COVID-19 induced shortfall identified by Section 5311 subrecipients in the survey DRMT circulated the first week of April. The allocation each Section 5311 recipient receives from the \$30 million will be based on allocations made by RTPAs and MPOs to their local transit providers for the current operating year. The following numbers identifies the amount calculated for each operator and DRMT will make funds available to each operator as soon as FTA makes the award:

- City of Chowchilla: \$71,394
- County of Madera: \$388,322

The apportionment for 2020/21 Section 5311 is not yet available. For budget purposes, 2019/20 Section 5311 apportionment is as follows:

- City of Chowchilla: \$69,695
- County of Madera: \$368,915

The following is a link for information regarding the funds and apportionment tables:

[Apportionment Tables](#)

The funding amount for each individual transit provider is a local decision. By law, state governors, generally through the state Department of Transportation, distribute FTA formula funds among recipients in rural and small urban areas. For large urban areas, governors select a Designated Recipient. The Designated Recipient then allocates funds within the Urbanized Area to specific transit agencies that then apply for and receive grants from FTA. This is a normal part of FTA grant processes, so states and localities will follow a familiar process for making these decisions. Funds are apportioned directly to Tribes for the Tribal Transit Formula Grants Program.

Funding will be provided at a 100 percent federal share, with no local match required, and will be available to support operating, capital and other expenses incurred beginning January 20, 2020. Operating expenses are eligible for all urban, rural and Tribal recipients, even those in large urban areas, and includes operating expenses to maintain transit services as well as paying for administrative leave for transit personnel due to reduced operations during the emergency are eligible.

Resources for Stakeholders and Grantees

The FTA website provides multiple resources to help grantees to understand eligible expenses, program requirements, and receive grant funds:

- [COVID-19 Page](#)
- [FAQ Page](#)
- [Apportionment Tables](#) for states and Urbanized Areas to begin their planning processes

If grantees require further clarification or technical assistance, please email questions to FTAresponse@dot.gov or contact their [FTA regional office](#) – [FTA - Region 9](#).

- **Revenue, Budgets and Fiscal Impacts of COVID-19**

MCTC staff is monitoring the COVID-19 pandemic and its potential impacts related to Madera's transportation funding and programs, including Measure T sales tax revenue. As the current situation is quite fluid, rather than focusing on one possible scenario, MCTC staff has developed potential impacts based on assumptions.

Assumptions

- We do not have any known data yet to make reliable projections and forecasts.
- That shelter in place remains through May 31, 2020.
- Moderate recession with V-long recovery.
- Received cash receipts used as baseline.
- Utilized HdL forecast numbers as basis for percentage changes.

Measure T revenues over the remaining life of the measure (sunsets 2027) would be lower by approximately \$10-25 million with the most likely scenario ending somewhere in the middle. This will cause potential impacts to the following projects:

- FY 20-21 would see a drop of 12.58 percent, delaying the availability of funds to reimburse the Oakhurst and SR 233 projects.
- The total reduction over the life of the measure would mean result in at least one project potentially being removed from the Phase 2 Regional Program.

Transportation Development Act (TDA) Revenues

1. Local Transportation Fund: derived from ¼ cent of the 7 ¼ percent state sales tax

- The Local Transportation Fund (LTF) is projected to have a decrease of -3.25 percent in FY 2019-20 compared to the original estimate. However, there is an unallocated balance that should cover this shortfall. As a result, the local jurisdictions should not experience a decrease in LTF for 2019-20.
- LTF for 2020-21 will be negatively impacted by the loss of revenue due to COVID-19. The preliminary projection due to COVID-19 is approximately -13.87 percent. The impact may be assumed for an additional four years, as the preliminary projection shows that revenues may not return to the current year estimate for a four year period.
- Staff is requesting the County Auditor's office to amend its original estimate of the LTF fund for FY 2020-21, due to the negative impacts of COVID-19.

2. State Transit Assistance (STA): derived from gas tax

- It is anticipated that there will be a considerable impact to STA revenues. However, the State Controller's Office indicated that they would keep their original STA estimate for 2020-21 with the understanding they may change their position as the shelter in place

orders remain longer than anticipated.

MCTC revenues will have minimal impact in FY 2019-20 with a possible reduction in revenue of approximately \$40-70,000 per year during the next 5 years due to loss of Measure T administration, TDA planning, and Planning, Programming and Monitoring (PPM) funds.

State Transportation Improvement Program (STIP) – Regional Improvement Program (RIP) funds will be impacted due to loss of sales tax and gas tax revenues. Potential impacts include a delay of state highway projects (SR 99 projects) and/or deletion of state highway projects in future STIP cycles. In addition, possible delay of any new capacity and availability of RIP funds until 2028 cycle (due to an overdrawn balance and the reduction of gas tax).

As MCTC staff begins to receive new data, impacted funds over the next couple of months, and any changes in the shelter in place orders, staff will have the ability to provide updated projections. At this time, there is no way to know when the current economic disruption will end and the severity of the COVID-19 impact on the economy.

- **“Phase 4” – Emergency Relief and Economic Recover Package – Currently being discussed in Congress**

The American Association of State Highway and Transportation Officials (AASHTO) is an organization representing all 50 state departments of transportation (state DOTs), the District of Columbia, and Puerto Rico. Patrick McKenna, President, AASHTO, and Jim Tymon, Executive Director, AASHTO wrote a joint letter, April 6, 2020, on behalf of AASHTO members to Speaker Pelosi, Leader McConnell, Leader McCarthy, and Leader Schumer. The letter acknowledged and thanked the actions of Congress on its historic response to the COVID-19 pandemic, specifically recognizing the significant and timely support for aviation, passenger rail, and transit operating needs provided through the Coronavirus Aid, Relief, and Economic Security (CARES) Act.

The intent of the letter is to urge Congress to take two important steps related to surface transportation infrastructure in the next COVID-19 legislation – “Phase 4” emergency relief and economic recovery package. The first request is an immediate \$49.95 billion in flexible federal funding to offset what is estimated will average at least a 30 percent loss in state transportation revenues in the next 18 months. The federal backstop will help to ensure state DOTs can operate and maintain their systems without disruption and allow current transportation projects and plans to continue. Second, in order to boost years-long economic recovery that will be necessary once the national emergency subsidies, Congress should look to pass a major transportation investment package in the form of surface transportation and water transportation reauthorization. The letter also noted that the requested actions to shore up our nation’s highway, transit, passenger rail, and water transportation systems will send a bold signal to raise consumer and investor confidence and expectations for economic recovery, while strengthening our national transportation system for decades to come.

Included in the Board package was a copy of the AASHTO letter urging Congress to take two important steps related to surface transportation infrastructure in the next COVID-19

legislation— the “Phase 4” emergency relief and economic recovery package. MCTC staff will continue to monitor and engage in discussions related to “Phase 4” emergency relief and economic recovery package.

Conclusion:

The United States had been trending toward increased economic growth and decreased unemployment before the pandemic took hold of the nation. Without a specific end date identified for the safety measures currently in place, state and local governments must evaluate and monitor their finances in order to best serve their region and their constituents. MCTC staff has participated in several webinars related to how to forecast potential scenarios that could alter the fiscal landscape, which would ultimately impact tax revenues and expenditure decisions.

Currently, it is somewhat premature to provide a recommendation and instead, staff continues to monitor and react accordingly. Most agencies, such as MCTC, are preparing assumptions and monitoring the situation, given the unknowns related to this pandemic. Staff also awaits Federal, State, and local agencies to provide additional guidance.

Action: Information and Discussion Only

B. SAFE Rule II Update

On March 31, 2020, the Environmental Protection Agency (EPA) and the Department of Transportation, acting through the National Highway Traffic Safety Administration (NHTSA), finalized Part II of the Safer Affordable Fuel Efficient Vehicles (SAFE) Rule. SAFE Part II sets carbon dioxide (CO2) emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years (MYs) 2021-2026.

The SAFE Rule was introduced on August 24, 2018. Part I of the SAFE Rule established one national program for fuel economy regulation on September 19, 2019. SAFE Part I withdrew California’s authority to establish its own vehicle fuel economy standards under Section 209 of the Clean Air Act and finalized NHTSA’s regulatory framework related to preemption of state’s authority to set fuel economy standards.

The final SAFE Part II will be published in the Federal Register in the coming days and will go into effect sixty days later. Upon publication in the Federal Register, the rule will likely be challenged in court. California, among 20 other states, several cities and various other organization, is currently engaged in litigation regarding SAFE Part I. There is some degree of uncertainty of short-term impacts of SAFE Part II due to current and expected new litigation.

MCTC staff will continue to monitor SAFE Rule impacts to the Madera Regions planning process and participate in statewide discussions related to resolution of the potential issues the policy may present. Staff will continue to report on this matter as more detailed information becomes available.

Action: Information and discussion.

C. Senate Bill 743 Implementation Update

Senate Bill 743 (SB 743) was signed in 2013, with the intent to “more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.” When implemented, “traffic congestion shall not be considered a significant impact on the environment” within California Environmental Quality Act (CEQA) transportation analysis.

SB 743 requires the Governor’s Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within CEQA. For land use projects, OPR identified Vehicle Miles Traveled (VMT) per capita, VMT per employee, and net VMT as new metrics for transportation analysis. For transportation projects, lead agencies for roadway capacity projects have discretion, consistent with CEQA and planning requirements, to choose which metric to use to evaluate transportation impacts. The level of traffic congestion on a roadway segment, or its Level of Service (LOS), will no longer be an analysis factor for considering the significant impacts of a project.

Regulatory changes to the CEQA Guidelines that implement SB 743 were approved on December 28, 2018. July 1, 2020 is the statewide implementation date and agencies may opt-in use of new metrics prior to that date. OPR released a December 2018 Technical Advisory that contains recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.

MCTC staff have been participating in various discussion with state partners and MPO peers related to SB 743 implementation. Additionally, staff have been coordinating with local agency staff and consultant firms retained by local agencies for environmental analysis on implementation strategies. Staff is incorporating travel output features into the Madera traffic model update project to best situate the tool for VMT analysis of future projects in the region as a result of this collaboration.

Action: Information and discussion

D. Madera Amtrak Station Relocation Project – Webinar Announcement

San Joaquin Joint Powers Authority (SJJPA) staff will be hosting webinars to be held online on May 14, 2020 in lieu of previously planned in-person open houses due to the Coronavirus. During the webinars, Project staff will provide more detailed information about the Project and provide an opportunity for interested parties to submit questions and comments. Additional webinars or in-person meetings will be scheduled as the Project proceeds. For more information and to sign up for the SJJPA email list, visit: www.sjjpa.com/madera-station-relocation-project.

The primary project contact is:
Dan Leavitt

Manager of Regional Initiatives
San Joaquin Joint Powers Authority
dan@sjipa.com
(209)944-6266

Commissioner's Jose Rodriguez and Andy Medellin provided staff with a recommendation to publish the webinar announcements in the Madera Tribune. MCTC staff stated they will work with the project manager, Dan Leavitt, and will publish the announcement on MCTC's website and other social media.

Action: Information and discussion

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

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

6. ADMINISTRATIVE CONSENT ITEMS

A. Executive Minutes – March 18, 2020

Summary: Included in the Board packet was a copy of the March 18, 2020 Executive Minutes of the Regular Meeting of the Policy Board and a copy of the March 18, 2020 Executive Meetings of the Special Meeting of the Policy Board.

Action: Approve Executive Minutes of the March 18, 2020 Regular Meeting and the March 18, 2020 Special Meeting

B. New Employment Policies due to COVID-19 Legislation

Due to passage of the Families First Coronavirus Response Act (FFCRA or Act), staff has written draft supplemental employment policies to address new federal law. This act requires certain employers to provide employees with paid sick leave or expanded family and medical leave for specified reasons related to COVID-19. The Department of Labor's Wage and Hour Division administers and enforces the new law's paid leave requirements. These provisions will apply from the effective date through December 31, 2020.

Generally, the Act provides that employees of covered employers are eligible for:

- Two weeks (up to 80 hours) of paid sick leave at the employee's regular rate of pay where the employee is unable to work because the employee is quarantined (pursuant to Federal, State, or local government order or advice of a health care provider), and/or experiencing COVID-19 symptoms and seeking a medical diagnosis; or

- Two weeks (up to 80 hours) of paid sick leave at two-thirds the employee’s regular rate of pay because the employee is unable to work because of a bona fide need to care for an individual subject to quarantine (pursuant to Federal, State, or local government order or advice of a health care provider), or to care for a child (under 18 years of age) whose school or child care provider is closed or unavailable for reasons related to COVID-19, and/or the employee is experiencing a substantially similar condition as specified by the Secretary of Health and Human Services, in consultation with the Secretaries of the Treasury and Labor; and
- Up to an additional 10 weeks of paid expanded family and medical leave at two-thirds the employee’s regular rate of pay where an employee, who has been employed for at least 30 calendar days, is unable to work due to a bona fide need for leave to care for a child whose school or child care provider is closed or unavailable for reasons related to COVID-19.

Staff has written a draft *Emergency Telecommuting Policy*. This policy addresses the responsibilities of employees while working from home in an emergency such as Governor Newsom’s current shelter in place order to combat COVID-19.

Action: Approve New Employment Policies

C. Proposed FY 2020-21 Member Assessment Fees

Madera County’s participation in the Valley Voice program is crucial to the Valley effort as it not only allows Madera a seat at the table but also allows Madera to be seen and heard; especially recognizing that Madera is a self-help county allowing leveraging opportunities. The Valley Voice effort has been successful, and Madera County has benefited from its establishment. If the Policy Board wishes not to participate, the disadvantage would be that Madera would not be visible and perhaps lose a seat at the table with the other Valley Counties. Unfortunately, there are no MCTC Federal or State funding sources that can be utilized for lobbying activities.

In order to actively participate in the Valley Voice programs, staff recommends continuing Member Assessment Fees in the 2020-21 Budget process on a per capita basis in the amount of \$37,000.

Included in the Board packet was a copy of the proposed 2020-21 Member Assessment Fees Schedule that identifies the proportional amount that each member agency would be requested to pay for the Valley Voice effort.

Proposed Member Assessment Fee Schedule			
FY 2020-21 Member Assessment Fee (Valley Voice)			
Member	DOF (E-1) Population 05/01/19	Percent	Proportional Amount
Chowchilla	12,329	7.99%	\$ 2,956
Madera	66,225	41.38%	\$ 15,311

County	80,340	50.63%	\$ 18,733
	158,894	100.00%	\$ 37,000

Action: Approve proposed 2020-21 Member Assessment Fees Schedule and direct staff to contact the local jurisdictions to incorporate the fee in its respective jurisdiction budget.

Administrative Consent Calendar Action: Upon motion by Commissioner Andy Medellin, seconded by Commissioner Waseem Ahmed to approve the Administrative Consent Calendar (Items A - C). A vote was called, and the motion carried.

7. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. FY 2020-21 Overall Work Program and Budget, Resolution 20-03

Included in the Board packet was the 2020-21 MCTC Overall Work Program Table of Contents and Line Item Budget. The document is available to review in its entirety at <http://www.maderactc.org/projects/overall-work-program/>.

This document is prepared annually as requested by Caltrans. The OWP discusses the MCTC, its organizational structure, regional planning issues, and presents work element descriptions and budgets. The draft document was circulated for local agency and Caltrans review beginning in February. Comments received are reflected in the final document.

The Madera County Transportation Commission (MCTC) and the Madera County Transportation Authority (MCTA) are independent agencies – separate from that of the Cities and County. Therefore, all budgets, work products, and administration/operation are comparable of other Metropolitan Planning Organizations and Transportation Authorities and funding to operate the two agencies can only be utilized for transportation planning and administrative purposes.

The MCTC budget is derived from the following funding resources:

- FHWA-PL – federal planning funds
- FTA 5303 – federal planning funds
- PPM – STIP – State Planning, Programming and Monitoring funds
- TDA – Transportation Development Act administration and planning funds
- SB-1 Sustainable Communities Grant
- Measure “T” administration funds
- Member Assessment Fees

Action: Upon motion by Commissioner Brett Frazier, seconded by Commissioner Andy Medellin to approve FY 2020-21 Overall Work Program and Line Item Budget – Resolution 20-03. A vote was called, and the motion carried.

B. FY 2019-20 Overall Work Program and Budget Amendment No. 3

Included in the Board packet was a copy of the letter to Caltrans requesting an amendment to the Overall Work Program & Budget, a copy of the amended budget, an amended OWP spreadsheet, and the amended work elements. The revised Budget is \$2,004,439 (an increase of \$10,000 from previously amended budget). The amendment reflects the final allocations of the federal CPG grant, adds funds for Measure T public outreach, and adjusts for actual costs versus budgeted costs regarding work hours.

The amendment is recognized in the following categories:

Revenues – (Increase \$10,000)

- FHWA PL – increase \$2,390
- FHWA PL Carryover – decrease \$2,389
- FTA 5303 – increase \$3,892
- FTA 5303 Carryover – decrease \$3,892
- TDA Carryover – decrease \$371
- MCTA – increase \$10,370

Other Direct Costs – (Increase \$10,000)

- Public Participation Program – increase \$10,000

The amendment is reflected in the following OWP Work Elements: 100 – Regional Transportation Plan; 110 – Regional Planning Database; 120 – Goods Movement and Highway Planning; 122 – Project Coordination & Financial Programming; 130 – Public Transportation; 151 – Alternative Transportation Activities; 901 – Transportation Funds Administration; 902 – Overall Work Program and Budget; 910 – MCTA Administration.

Action: Upon motion by Commissioner Brett Frazier, seconded by Andy Medellin to approve FY 2019-20 Overall Work Program and Budget Amendment No. 3. A vote was called, and the motion carried.

MCTC Sitting as the Madera County 2006 Transportation Authority

8. AUTHORITY – CONSENT ITEMS

None

9. AUTHORITY – ACTION/DISCUSSION ITEMS

None

10. Miscellaneous

A. *Items from Caltrans*

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

B. Items from Staff

Patricia Taylor, MCTC Executive Director, stated that MCTC staff are observing the shelter in place order and are working remotely. She also stated that staff has remote access to the network to access work files from home. In addition, there has been daily Webinars, WebEx, teleconferences, and Zoom meetings to continue business as usual. Staff is working to meet all deadlines accordingly.

MCTC Staff signed an emergency telecommuting policy and has been very productive working remotely and has been working as a team.

MCTC will continue to monitor CARES Act infrastructure grant opportunities and will forward all information to our agencies.

C. Items from Commissioners

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

11. Adjournment

Meeting adjourned at 4:02 pm

Next meeting scheduled for Wednesday, May 20, 2020

Respectfully Submitted,



Patricia S. Taylor
Executive Director
Madera County Transportation Commission

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: May 20, 2020
Time: 3:10 pm
Place: MCTC Conference Room

GoToWebinar

Members Present: Chairman, Max Rodriguez, Supervisor, Madera County
Vice Chairman, Jose Rodriguez, Councilmember, City of Madera
Andrew Medellin, Mayor, City of Madera
Waseem Ahmed, Councilmember City of Chowchilla
Alt. Robert Poythress, Supervisor, Madera County

Members Absent: Brett Frazier, Supervisor Madera County

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

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

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

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

No public comment.

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. TRANSPORTATION CONSENT ITEMS

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

- A. Annual DBE Submittal Fiscal Year 2020-21
Action: Information and discussion
- B. Highway Safety Improvement Program (HSIP) Cycle 10 Call for Projects
Action: Information and discussion
- C. Letter of Support for SB 1291 (Beall) Federal Statewide Transportation Improvement Program: submissions
Action: Approve and authorize Chair to sign letter of support
- D. SB1 Sustainable Communities Grant SR 233/Robertson Blvd Multimodal Corridor Study, Phase I Outreach Summary Report
Action: Information and discussion
- E. Sustainable Transportation Equity Project (STEP) Pilot
Action: Information and discussion

Transportation Consent Calendar Action on Items A-E.

Upon motion by Commissioner Andy Medellin, seconded by Commissioner Jose Rodriguez. A vote was called, and the motion carried.

Roll call for votes: Commissioner Max Rodriguez – Yes
 Commissioner Jose Rodriguez – Yes
 Commissioner Tom Wheeler -Yes
 Commissioner Andy Medellin – Yes
 Commissioner Robert Poythress – Yes
 Vote passed 5-0

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

- A. PUBLIC HEARING: FY 2020-21 Unmet Transit Needs
 Michael Lundy was available to the public for Spanish interpretation.

Chairman Max Rodriguez open the floor for comments at 3:13 p.m.

A comment letter was received via email from Madeline Harris, Policy Advocate, Leadership Counsel, requesting staff to review and redefine the definition of Unmet Transit Needs. The Leadership Counsel believes that it's a very narrow and unfair definition.

Hearing no additional comments, Chairman Max Rodriguez closed the floor at 3:28 p.m.

Action: Receive public testimony, direction may be provided

B. PUBLIC HEARING: 2019 Federal Transportation Improvement Program Amendment No. 14 - Resolution 18-08

Chairman Max Rodriguez opened the floor for public comment at 3:29 p.m. Hearing no comments, Chairman Max Rodriguez closed the floor at 3:30 p.m.

Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Andy Medellin to conduct the public hearing, receive testimony, and approve 2019 Federal Transportation Improvement Program Amendment No. 14 - Resolution 18-08. A vote was called and the motion carried.

Roll call for votes: Commissioner Max Rodriguez – Yes
 Commissioner Jose Rodriguez – Yes
 Commissioner Tom Wheeler -Yes
 Commissioner Andy Medellin – Yes
 Commissioner Robert Poythress – Yes
 Vote passed 5-0

C. COVID-19 Impacts Update

Executive Director Patricia Taylor, MCTC, gave a brief update on the impacts of the COVID 19.

Action: Information and discussion

D. California Transportation Commission Informational Update

Action: Information and discussion

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

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

Roll call for votes: Commissioner Max Rodriguez – Yes
 Commissioner Jose Rodriguez – Yes

Commissioner Tom Wheeler -Yes
Commissioner Andy Medellin – Yes
Commissioner Robert Poythress – Yes
Vote passed 5-0

7. ADMINISTRATIVE CONSENT ITEMS

- A. Transportation Development Act (TDA) Fund Compliance Audit Reports for Fiscal Year ended June 30, 2019: County of Madera, City of Chowchilla

Action: Accept TDA Compliance Audit Reports

- B. Transportation Development Act (TDA) – Fund Estimates and Apportionment, LTF Resolution 20-04 and STA Resolution 20-05, and State of Good Repair (SGR).

Action: Approve TDA Fund Estimates and Apportionment, Resolutions 20-04 and 20-05, and State of Good Repair

Administrative Consent Calendar Action A-B

Upon motion by Commissioner Tom Wheeler, seconded by Commission Jose Rodriquez to approve the Administrative Consent Calendar Items A-B. A vote was called, and the motion carried.

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

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

None

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

- A. Measure “T” Fund Compliance Audit Reports for Fiscal Year ended June 30, 2019: County of Madera, City of Chowchilla

Action: Accept Measure T Compliance Audit Reports

- B. Measure “T” FY 2020-21 Allocation

Action: Approve Measure “T” FY 2020-21 Allocation

Authority Administrative Consent Calendar Action on Items A-B.

Upon motion by Commissioner Andy Medellin, seconded by Commissioner Jose Rodriguez. A vote was called, and the motion carried.

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

10. AUTHORITY – ACTION/DISCUSSION ITEMS

None

OTHER ITEMS

11. MISCELLANEOUS

A. Items from Caltrans

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

B. Items from Staff

C. Items from Commissioners

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

12. CLOSED SESSION

A. Public Employee Performance Evaluation (Pursuant to Government Code Section 54957(b)(1))

Position: Executive Director

B. Conference with Labor Negotiators (Pursuant to Government Code Section 54957.6)

Commission Negotiators: Supervisor Frazier and Council Member Rodriguez

Employee: Executive Director

Chairman Rodriguez closed the meeting at 4:15 p.m. to go into closed session.

13. ADJOURNMENT

Meeting adjourned at 4:15 p.m.

Next meeting scheduled for Wednesday, June 17, 2020

Respectfully Submitted,



Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 17, 2020

AGENDA ITEM: 7-C

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Extension of On-Call Legal Services Agreement

Enclosure: No

Action: Approve extension of On-Call Legal Services Agreement for 3 years

SUMMARY:

On September 1, 2016, the Board awarded a contract for on-call legal services to the firm Aleshire & Wynder LLP. The contract began on November 1, 2016 and will expire on June 30, 2020. MCTC staff has used these on-call services for various legal needs during the past 3 years. The budget has maintained an annual allocation of \$15,000 for any on-call legal service needs. The work performed by Aleshire & Wynder LLP has satisfactorily met the needs of the Commission. Based upon performance staff is recommending that the on-call legal services agreement be extended an additional 3 years. The rates for the proposed renewal are as follows:

		Current Rates	Proposed Rates
Discount General Services (First 40 hours)		\$180	\$190
Rate after General Rate applied (after First 40 hours)		\$190	\$200
Special Services / Litigation	Partner	\$220	\$250
	Associate	\$220	\$225
Reimbursable	Partner	\$280	\$300
	Associate	\$280	\$240
Paralegal/Litigation Support		\$120	\$135
Document Clerk	Partner	\$60	\$70
Bond Financing (Non-contingent)	Partner		\$350
	Associate		\$285
	Paralegal		\$150
	Doc Clerk		\$75

FISCAL IMPACT:

No fiscal impact to the approved 2019-20 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 17, 2020

AGENDA ITEM: 9-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Measure T FY 2020-21 Draft Annual Work Program

Enclosure: Yes

Action: Information and discussion

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. The Draft Annual Work Program only includes budgets for the 2020-21 fiscal year and does not yet contain any prior year reports. The final Annual Work Program will be presented for approval at the September Board meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2019-20 Overall Work Program and Budget.



ANNUAL WORK PROGRAM

DRAFT

Fiscal Year
2020-21

TABLE OF CONTENTS

FY 2020-21 Measure T Allocation 6

Measure “T” Programming Summary 7

LOCAL AGENCY ANNUAL EXPENDITURE PLANS 8

 Madera County Transportation Authority 9

 County of Madera..... 13

 City of Madera..... 15

 City of Chowchilla..... 17

REPORTS 20

 End of Year Reports 21

 Madera County Transportation Authority 21

 County of Madera..... 23

 City of Madera..... 25

 City of Chowchilla..... 29

 Other Reports 32

APPENDIX 34

 Map of Avenue 12 Interchange Project 35

 37

 Map of Ellis Street Overcrossing Project..... 37

 38

 Map of 4th Street Widening 38

 39

 Map of SR 41 Passing Lanes..... 39

 Map of Oakhurst Mid-Town Connector..... 40

 40

 Map of SR 233 Interchange..... 41

 Madera 2020 STIP Program 42

INTRODUCTION

In November 2006 Madera County voters approved Measure “T”, which allowed a new Transportation Authority to impose a ½ cent retail transaction and use tax for 20 years (between April 1, 2007 and March 31, 2027). This sales tax measure will provide approximately \$167 Million in new revenues for transportation improvements according to financial projections through the year 2027. The allocation of projected sales tax revenues to specific types of transportation funding programs and improvement projects is described in the Investment Plan. The Investment Plan was developed by a Steering Committee who through many weeks of intense discussion and hard work developed the Measure funding program commitments. The Committee realized that providing Measure funds for all modes of transportation would meet the quality of life intent of the new Measure. This would in turn enable agencies within the County to address the needs of residents, businesses, and major industries over the 20-year life of the Measure. The Measure “T” Investment Plan details the following:

1. COMMUTE CORRIDORS/FARM TO MARKET PROGRAM (Regional Transportation Program) - \$85.3 million or 51%.

Authorizes major new projects to:

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

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

- **\$43.5 million** (approximately 26% of the Measure) is directed to fund capacity increasing projects and to leverage federal and State funding.
- **\$41.8 million** (approximately 25% of the Measure) is available for rehabilitation, reconstruction, and maintenance of sections of regional streets and highways.

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

2. SAFE ROUTES TO SCHOOLS AND JOBS PROGRAM (Local Transportation Program) - \$73.6 million or 44%.

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

- **\$36.3 million** (approximately 21.75%) has been guaranteed to each city and the County to meet scheduled maintenance needs and to rehabilitate the aging transportation system.
- Another **\$36.3 million** of "flexible" funding is provided to the local agencies for any transportation project they feel is warranted including:
 - Fill potholes
 - Repave streets
 - County Maintenance District Area improvements
 - Add additional lanes to existing streets and roads
 - Improve sidewalks
 - Traffic control devices to enhance student and public safety
 - Enhance public transit
 - Construct bicycle and pedestrian projects and improvements
 - Separate street traffic from rail traffic

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

- About **\$836,000** (approximately 0.5%) is provided to fund local agencies for the ADA Compliance Program including curb cuts and ramps to remove barriers, as well as other special transportation services.

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

3. TRANSIT ENHANCEMENT PROGRAM (Public Transportation Program) - \$3.3 million or 2%.

The goal of this program is to expand or enhance public transit programs that address the transit dependent population and have a demonstrated ability to get people out of their cars and improve air quality. To accomplish this important goal:

- **\$3.06 million** (1.83% of Measure funding) is provided to the three (3) transit agencies within the County based upon service area population. Madera County would receive **\$1.64 million** or .92% of Measure funds, the City of Chowchilla would receive **\$0.22 million** or 0.14%, and the City of Madera would receive **\$1.2 million** or 0.77%. The transit agencies would use the funds to address major new expansions of the express, local, and feeder bus services including additional:
 - Routes
 - Buses (including low emission)
 - Night and weekend service
 - Bus shelters and other capital improvements

- Safer access to public transit services
 - Carpools
- The remaining **\$284,000** (0.17% of Measure funding) is directed to ADA, Seniors, and Paratransit programs to improve mobility for seniors and individuals with disabilities.

Specific Transit Enhancement Program highlights and implementing guidelines are also described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

4. ENVIRONMENTAL ENHANCEMENT PROGRAM - \$3.3 million or 2%.

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

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

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

5. ADMINISTRATION AND PLANNING PROGRAM - \$1.67 million or 1%.

Measure funding is provided to the Authority to:

- Prepare Investment Plan updates
- Develop allocation program requirements
- Administer and conduct specified activities identified in the other four (4) programs described above

Specific Administration / Planning Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

This document, the Measure "T" Annual Work Program, outlines the anticipated expenditure of Measure "T" funds by each Agency to the various programs for a specific year.



FY 2020-21 Measure T Allocation

Gross Allocation	8,000,000.00
Deductions	0.00
Net Allocation	<u>8,000,000.00</u>

Jurisdiction	Population	Rate
County	80,357	0.5081
Madera	65,415	0.4136
Chowchilla	12,375	0.0782
	<u>158,147</u>	

Measure T Programs	Percent	Amount	County Allocation	Madera Allocation	Chowchilla Allocation	MCTA Allocation
Commute Corridors/Farm to Market	51.00%	\$ 4,080,000.00				
Regional Streets and Highways Program	26.00%	\$ 2,080,000.00				\$ 2,080,000.00
Regional Rehab	25.00%	\$ 2,000,000.00	\$ 1,016,231.73	\$ 827,268.30	\$ 156,499.97	
Safe Routes to School & Jobs	44.00%	\$ 3,520,000.00				
Street Maintenance	13.00%	\$ 1,040,000.00	\$ 528,440.50	\$ 430,179.51	\$ 81,379.99	
County Maint. District, Suppl. Street Maint.	8.75%	\$ 700,000.00	\$ 355,681.11	\$ 289,543.90	\$ 54,774.99	
Flexible (*Funds impounded by MCTA)	21.75%	\$ 1,740,000.00	\$ 884,121.60	\$ 719,723.43	\$ 136,154.97	\$ 1,740,000.00
ADA Compliance	0.50%	\$ 40,000.00	\$ 20,324.63	\$ 16,545.37	\$ 3,130.00	
Transit Enhancement Program	2.00%	\$ 160,000.00				
Madera County	0.9299%	\$ 74,392.00	\$ 74,392.00			
City of Madera	0.7569%	\$ 60,552.00		\$ 60,552.00		
City of Chowchilla	0.1432%	\$ 11,456.00			\$ 11,456.00	
ADA/Seniors/Paratransit	0.17%	\$ 13,600.00	\$ 6,910.38	\$ 5,625.43	\$ 1,064.19	
Environmental Enhancement Prog.	2.00%	\$ 160,000.00	\$ 81,298.54	\$ 66,181.46	\$ 12,520.00	
Administration/Planning	1.00%	\$ 80,000.00				\$ 80,000.00
		TOTAL	\$ 2,083,278.89	\$ 1,695,895.97	\$ 320,825.14	\$ 3,900,000.00

Measure “T” Programming Summary

MCTA

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Bond/Other</u>	<u>Programmed</u>	<u>Balance</u>
Regional Streets and Highways	\$3,301,100	\$0	\$2,080,000	\$0	\$5,875,000	\$0
Flexible Program	\$2,500,000	\$0	\$1,740,000	\$0	\$3,852,748	\$800,502
Admin/Planning/Other	\$10,000	\$0	\$80,000	\$15,000	\$109,943	\$14,557
TOTALS	\$5,811,100	\$0	\$3,900,000	\$15,000	\$9,837,291	\$815,059

County of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$0	\$0	\$1,016,232	\$1,016,232	\$0
Safe Routes to School & Jobs (Local)	\$0	\$0	\$904,446	\$0	\$904,446
Transit Enhancement Program (Public)	\$0	\$0	\$81,302	\$0	\$8,479
Environmental Enhancement Program	\$0	\$0	\$81,299	\$81,299	\$0
TOTALS	\$0	\$0	\$2,083,279	\$1,097,531	\$912,925

City of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$7,260,735	\$0	\$827,268	\$6,125,197	\$1,962,806
Safe Routes to School & Jobs (Local)	\$1,341,150	\$0	\$736,268	\$1,295,000	\$782,418
Transit Enhancement Program (Public)	\$402,360	\$0	\$66,177	\$0	\$468,537
Environmental Enhancement Program	\$117,942	\$0	\$66,181	\$93,000	\$91,123
TOTALS	\$9,122,187	\$0	\$1,695,894	\$7,513,197	\$3,304,884

City of Chowchilla

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$749,174	\$0	\$156,500	\$55,349	\$850,325
Safe Routes to School & Jobs (Local)	\$951,418	\$0	\$139,285	\$248,588	\$842,115
Transit Enhancement Program (Public)	\$115,892	\$0	\$12,520	\$13,888	\$114,524
Environmental Enhancement Program	\$113,125	\$0	\$12,520	\$0	\$125,645
TOTALS	\$1,929,609	\$0	\$320,825	\$317,825	\$1,932,609

LOCAL AGENCY ANNUAL EXPENDITURE PLANS

The 20-year measure funding is expected to generate approximately a total of \$167,000,000. A majority of this amount is allocated as pass through funds to the local jurisdictions based on population size. Figure 1 indicates the population percentage of each local jurisdiction for this fiscal year. For FY 2020-21 a total of \$8,000,000 is estimated to be allocated to each jurisdiction. Figure 2 indicates the amount that will be allocated to each jurisdiction, including the Madera County Transportation Authority.

Figure 1

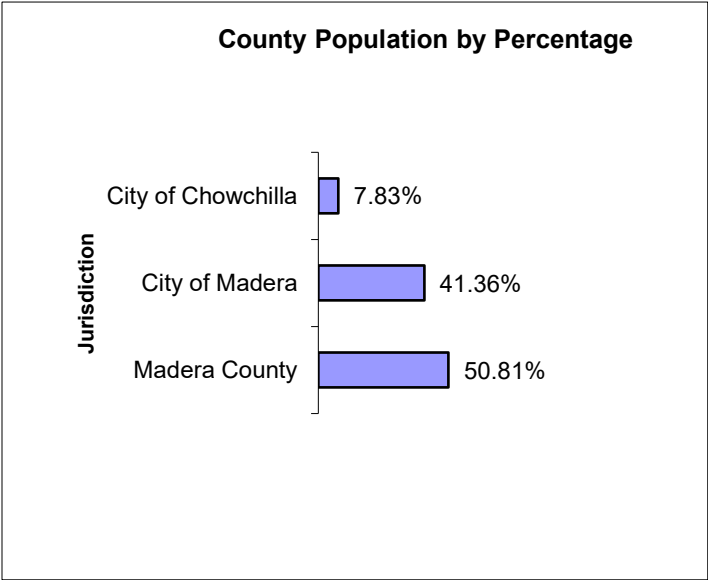
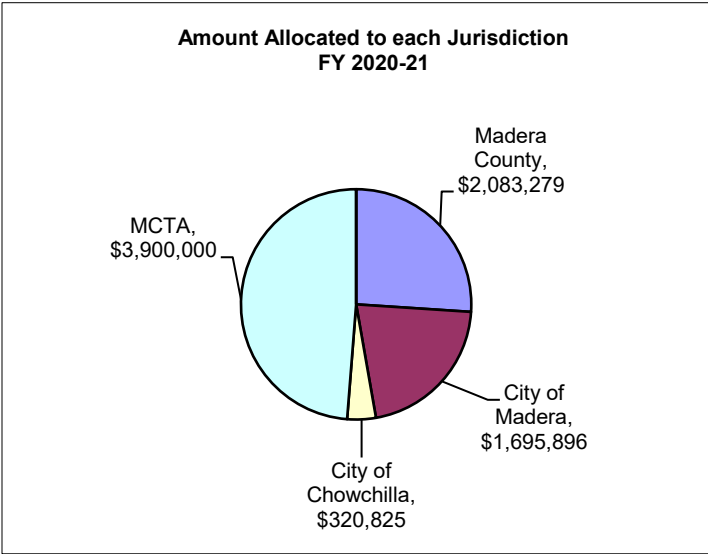


Figure 2



The following pages indicate how each jurisdiction is planning to spend their 2020-21 allocation.

Madera County Transportation Authority

Measure T Annual Expenditure Plan
Fiscal Year 2020-21



Commute Corridors/Farm to Market (Regional)

			<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>
<u>Regional Streets and Highways Program</u>			\$5,991,744	\$0	\$2,080,000	\$0	\$8,071,744
Project	Environmental Studies & Permits	Right of Way	Plans, Specifications, & Estimates	Construction	Misc.	Total	
SR 41 Passing Lanes						\$ 0	
SR 99 / Ave 12 Interchange						\$ 0	
Oakhurst Mid-Town Connector				\$ 6,572,500		\$ 6,572,500	
Bond Debt Service					\$ 1,499,244	\$ 1,499,244	
Reserve for Next Fiscal Year						\$ 0	
			Total Projects			\$ 8,071,744	
			Balance			\$ -	

Administration/Planning Program

		<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Other</u>	<u>Available</u>
<u>MCTA</u>		\$12,858	\$0	\$80,000	\$30,000	\$122,858
Project	Budget					
Salaries & Benefits	\$ 62,358					
Audits, Fin. Asst.	\$ 24,000					
MCTA Conf/Travel/Other	\$ 26,500					
General Proj Dev Costs	\$ 10,000					
Total Projects	<u>\$ 122,858</u>					
Balance	<u>\$ -</u>					

Other Funds Allocated to MCTA

	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>	
<u>Other Funds (Flexible, Impact Fees, Local)</u>	\$3,841,914	\$0	\$1,740,000	\$0	\$5,581,914	
<u>Project</u>	<u>Environmental Studies & Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, & Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
SR 233 Interchange	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 41 Passing Lanes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR99 Widening – Ave 12 to 17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Oakhurst Mid-Town Connector	\$ -	\$ -	\$ -	\$ 4,872,500	\$ -	\$ 4,872,500
Bond Debt Service					\$ 709,414	\$ 709,414
Reserve for Next Fiscal Year						

Total Projects \$ 5,581,914
 Balance \$ -

	<u>Environmental Studies & Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, & Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
County of Madera						
Flexible Account				\$ 4,872,500		\$ 4,872,500
Impact Fees						\$ -
Local Funds						\$ -
City of Madera						
Flexible Account						\$ -
Impact Fees						\$ -
Local Funds						\$ -
City of Chowchilla						
Flexible Account						\$ -
Impact Fees						\$ -
Local Funds						\$ -

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

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

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

	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Later</u>	<u>Total</u>
Oakhurst Mid-Town Connector								
<i>Measure T Regional</i>			\$ 228,500			\$ 651,500	\$ 6,572,500	\$ 7,452,500
<i>Flexible Program</i>	\$ 300,000	\$ 610,000	\$ 228,500			\$ 1,556,500	\$ 4,872,500	\$ 7,567,500
Local Partnership Program							\$ 5,000,000	\$ 5,000,000
								\$ 20,020,000
SR 233 Interchange Improvements								
<i>Measure T Regional</i>							\$ 7,600,000	\$ 7,600,000
<i>Flexible Program</i>	\$ 300,000	\$ 900,000				\$ 600,000	\$ 3,100,000	\$ 4,900,000
<i>Other</i>							\$ 3,600,000	\$ 3,600,000
								\$ 16,100,000
Road 200 Phase III								
<i>Measure T Regional</i>							\$ 2,700,000	\$ 2,700,000
<i>Flexible Program</i>							\$ 2,800,000	\$ 2,800,000
<i>Other</i>							\$ 2,690,000	\$ 2,690,000
								\$ 8,190,000
Ave 7 Reconstruction								
<i>Measure T Regional</i>							\$ 1,427,500	\$ 1,427,500
<i>Flexible Program</i>							\$ 952,500	\$ 952,500
<i>Other</i>							\$ 6,558,000	\$ 6,558,000
								\$ 8,938,000
Cleveland Avenue Widening								
<i>Measure T Regional</i>							\$ 1,600,000	\$ 1,600,000
<i>Flexible Program</i>							\$ 1,800,000	\$ 1,800,000
<i>Other</i>							\$ 350,000	\$ 350,000
								\$ 3,750,000
Gateway Avenue Widening								
<i>Measure T Regional</i>							\$ 2,940,000	\$ 2,940,000
<i>Flexible Program</i>							\$ 3,160,000	\$ 3,160,000
<i>Other</i>							\$ 2,500,000	\$ 2,500,000
								\$ 8,600,000
Measure T Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 0	\$ 2,808,000	\$ 39,525,000	\$ 44,900,000
Yearly Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 0	\$ 2,808,000	\$ 60,223,000	\$ 65,598,000

County of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2020-21

<i>Commute Corridors/Farm to Market (Regional)</i>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Rehab, Reconstruct, Maintenance Program</u>	\$0	\$0	\$1,016,232	\$1,016,232

Project	Budget
Ave 26 Rehab (Reserve for FLAP match)	\$ 1,016,232

Total Projects	<u>\$ 1,016,232</u>
Balance	\$ -

<i>Safe Routes to School & Jobs (Local)</i>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Street Maintenance Program</u>	\$0	\$0	\$528,440	\$528,440

Project	Budget
Overlays	\$ -
Chip Seal	\$ -
Other Seals	\$ -
Misc. Road Maintenance	\$ -
Reserve for Next Fiscal Year	\$ 528,440

Total Projects	<u>\$ 528,440</u>
Balance	\$ -

<u>County Maintenance Districts</u>	\$0	\$0	\$355,681	\$355,681
--	-----	-----	-----------	------------------

Project	Budget
Overlays	\$ -
Chip Seal	\$ -
Dust Mitigation	\$ -
Misc. Road Maintenance	\$ -
Reserve for Next Fiscal Year	\$ 355,681

Total Projects	<u>\$ 355,681</u>
Balance	\$ -

Measure T 2020-21 Draft Annual Work Program

<u>Flexible Program</u>	\$0	\$0	\$884,121	\$884,121
--------------------------------	-----	-----	-----------	------------------

Project	Budget
<i>MCTA Impound for Matching</i>	\$ 884,121
<hr/>	
Total Projects	<u>\$ 884,121</u>
<i>Balance</i>	\$ -

<u>ADA Compliance</u>	\$0	\$0	\$20,325	\$20,325
------------------------------	-----	-----	----------	-----------------

Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ 20,325
<hr/>	
Total Projects	<u>\$ 20,325</u>
<i>Balance</i>	\$ -

<u>Transit Enhancement Program (Public)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
	\$0	\$0	\$74,392	\$74,392

Project	Budget
<i>TEP Projects</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 74,392
<hr/>	
Total Projects	<u>\$ 74,392</u>
<i>Balance</i>	\$ -

<u>ADA / Seniors / Paratransit</u>	\$0	\$0	\$6,910	\$6,910
---	-----	-----	---------	----------------

Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ 6,910
<hr/>	
Total Projects	<u>\$ 6,910</u>
<i>Balance</i>	\$ -

<u>Environmental Enhancement Program</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Total for all Sub-programs</u>	\$0	\$0	\$81,299	\$81,299

Project	Budget
<i>Various Projects Match</i>	\$ 81,299
<i>Reserve for Next Fiscal Year</i>	\$ -
<hr/>	
Total Projects	<u>\$ 81,299</u>
<i>Balance</i>	\$ -

City of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2020-21

<u>Commute Corridors/Farm to Market (Regional)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>		<u>Available</u>
---	-------------------------	----------------------	--------------------------	--	-------------------------

<u>Rehab, Reconstruct, Maintenance Program</u>	\$7,260,735	\$0	\$827,268		\$8,088,003
---	--------------------	------------	------------------	--	--------------------

<u>Project</u>	<u>Budget</u>
<i>Olive Ave. Widening – Gateway to Knox, R-10</i>	\$ 4,766,940
<i>2020-21 City Streets 3R & ADA Project, R-77</i>	\$ 355,000
<i>Almond Ave Extension – Pine to Stadium, R-82</i>	\$ 500,000
<i>Traffic Study – Almond/Pine/Stadium, R-87</i>	\$ 130,000
<i>Granada Drive/Howard Road Traffic Signal, TS-17</i>	\$ 223,257
<i>Howard Road/Westberry Traffic Signal, TS-19</i>	\$ 150,000
Total Projects	\$ 6,125,197
Balance	\$ 1,962,806

<u>Safe Routes to School & Jobs (Local)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>		<u>Available</u>
--	-------------------------	----------------------	--------------------------	--	-------------------------

<u>Street Maintenance Program</u>	\$1,055,148	\$0	\$430,179		\$1,485,327
--	--------------------	------------	------------------	--	--------------------

<u>Project</u>	<u>Budget</u>
<i>Overlays</i>	\$ 175,000
<i>Chip Seal</i>	\$ 600,000
<i>Other Seals</i>	\$ -
<i>Patching/Street Maintenance</i>	\$ 100,000
<i>Reserve for Next Fiscal Year</i>	\$ -
Total Projects	\$ 875,000
Balance	\$ 610,327

<u>Supplemental Street Maintenance Program</u>	\$186,478	\$0	\$289,544		\$476,022
---	------------------	------------	------------------	--	------------------

<u>Project</u>	<u>Budget</u>
<i>Overlays</i>	\$ -
<i>Surface Seal, General Maintenance</i>	\$ -
<i>Other Seals</i>	\$ -
<i>Patching/Street Maintenance</i>	\$ 400,000
<i>Reserve for Next Fiscal Year</i>	\$ -
Total Projects	\$ 400,000
Balance	\$ 76,022

Flexible Program

\$0

\$0

\$719,723

Item A.

Project	Budget
MCTA Impound for matching	\$ 719,723
Total Projects	\$ 719,723
Balance	\$ -

ADA, Seniors, Paratransit

\$99,524

\$0

\$16,545

\$116,069

Project	Budget
ADA Walkability/Sidewalks Program, R-64	\$ 20,000
Total Projects	\$ 20,000
Balance	\$ 96,069

Transit Enhancement Program

Carryover

Excess

Allocation

Available

\$323,023

\$0

\$60,552

\$383,575

Project	Budget
	\$ -
Total Projects	\$ -
Balance	\$ 383,575

ADA / Seniors / Paratransit

\$79,337

\$0

\$5,625

\$84,962

Project	Budget
	\$ -
Total Projects	\$ -
Balance	\$ 84,962

Environmental Enhancement Program

Carryover

Excess

Allocation

Available

Total for all Sub-programs

\$117,942

\$0

\$66,181

\$184,123

Project	Budget
Alley Paving – Torres Way, ALY-01	\$ 15,000
2021 CMAQ Alley Paving, ALY-03	\$ 10,000
Schnoor Ave Sidewalk – Sunset to River, R-58	\$ 3,000
ADA Walkability Sidewalks Program, R-64	\$ 20,000
Washington School Sidewalks, R-93	\$ 5,000
Bike Path – Tulare/Cleveland/Raymond, PK-48	\$ 40,000
Total Projects	\$ 93,000
Balance	\$ 91,123

City of Chowchilla

Measure T Annual Expenditure Plan
Fiscal Year 2020-21

<u>Commute Corridors/Farm to Market (Regional)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
---	-------------------------	----------------------	--------------------------	-------------------------

<u>Rehab, Reconstruct, Maintenance Program</u>	\$749,174	\$0	\$156,500	\$905,674
---	-----------	-----	-----------	------------------

<u>Project</u>	<u>Budget</u>
<i>Ave 24 ½ Street Project</i>	\$ 55,349
<i>Reserved for future projects</i>	\$ 850,325
<hr/>	
Total Projects	\$ 905,674
<i>Balance</i>	\$ -

<u>Safe Routes to School & Jobs (Local)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
--	-------------------------	----------------------	--------------------------	-------------------------

<u>Street Maintenance Program</u>	\$146,779	\$0	\$81,380	\$228,159
--	-----------	-----	----------	------------------

<u>Project</u>	<u>Budget</u>
<i>Overlays</i>	\$ -
<i>Chip Seal</i>	\$ -
<i>Other Seals</i>	\$ -
<i>Patching/Street Maintenance/Operations</i>	\$ 118,647
<i>Equipment/Asphalt Roller</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 109,512
<hr/>	
Total Projects	\$ 228,159
<i>Balance</i>	\$ -

<u>Supplemental Street Maintenance Program</u>	\$95,415	\$0	\$54,775	\$150,190
---	----------	-----	----------	------------------

<u>Project</u>	<u>Budget</u>
<i>Overlays</i>	\$ -
<i>Chip Seal</i>	\$ -
<i>Other Seals</i>	\$ -
<i>Patching/Street Maintenance/Operations</i>	\$ 73,710
<i>Reserve for Next Fiscal Year</i>	\$ 76,480
<hr/>	
Total Projects	\$ 150,190
<i>Balance</i>	\$ -

Flexible Program

\$669,093

\$0

\$136,155

Item A.

Project	Budget
<i>Impound for MCTA Matching Projects</i>	\$ 136,155
<i>Reserve for future projects</i>	\$ 611,827
<i>Street Maintenance</i>	\$ 57,266
Total Projects	\$ 805,248
<i>Balance</i>	\$ -

ADA Compliance

\$40,131

\$0

\$3,130

\$43,261

Project	Budget
<i>Reserve for future projects</i>	\$ 35,161
<i>ADA Assessment Study</i>	\$ 8,100
Total Projects	\$ 43,261
<i>Balance</i>	\$ -

Transit Enhancement Program (Public)

Carryover

Excess

Allocation

Available

\$102,624

\$0

\$11,456

\$114,080

Project	Budget
<i>Reserve for future project</i>	\$ 100,192
<i>CATX Bus Purchase Match</i>	\$ 13,888
Total Projects	\$ 114,080
<i>Balance</i>	\$ -

ADA / Seniors / Paratransit

\$13,268

\$0

\$1,064

\$14,332

Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ 13,628
Total Projects	\$ 13,628
<i>Balance</i>	\$ -

Environmental Enhancement Program

Carryover

Excess

Allocation

Available

Total for all Sub-programs

\$113,125

\$0

\$12,520

\$125,645

Project	Budget
<i>Reserve for future projects</i>	\$ 125,645
Total Projects	\$ 125,645
<i>Balance</i>	\$ -

(This page intentionally left blank)

REPORTS

End of Year Reports

(THE END OF YEAR REPORTS WILL BE UPDATED IN THE FINAL VERSION)

Madera County Transportation Authority



End of Year Reports

County of Madera



End of Year Reports

City of Madera

End of Year Reports

City of Chowchilla

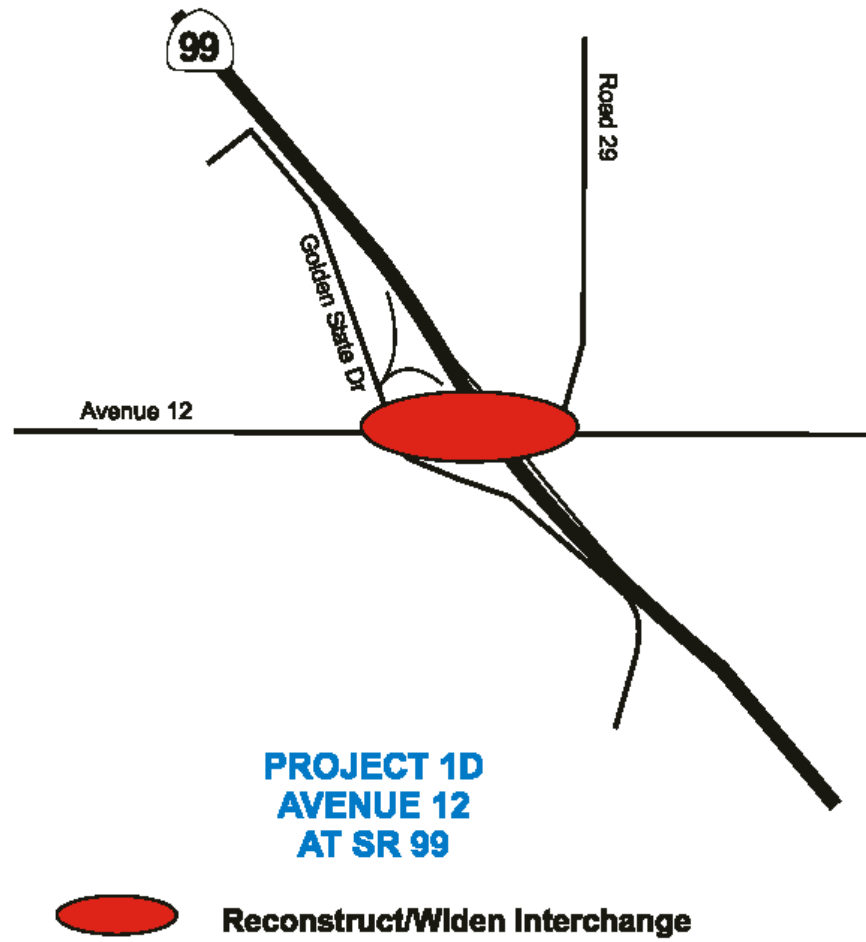
Other Reports

Measure T Fiscal Year Receipts from BOE

Year	Month	Monthly Advance	Adjust to Actual	Quarterly Interest	Monthly Totals	Misc Revenues	Annual Proceeds	Misc Expenditures	Net Proceeds	BOE Admin Fee
2019	Jul	739,200	239,601.20		978,801.20					
	Aug	-	918,842.07		918,842.07					
	Sep	709,800	175,195.33		884,995.33					29,140
	Oct	709,800	335,103.74		1,044,903.74					
	Nov	-	967,098.13		967,098.13					
	Dec	649,700	112,002.78		761,702.78					29,140
2020	Jan	649,700	168,959.92		818,659.92					
	Feb	-	1,174,683.01		1,174,683.01					
	Mar	623,500	147,535.48		771,035.48					29,140
	Apr	498,800	181,165.52		679,965.52					
	May	-	780,243.94		780,243.94					
	Jun	400,000			400,000.00					22,830
		4,980,500.00	5,200,431.12	-	10,180,931.12	-	10,180,931.12	-	10,180,931.12	110,250

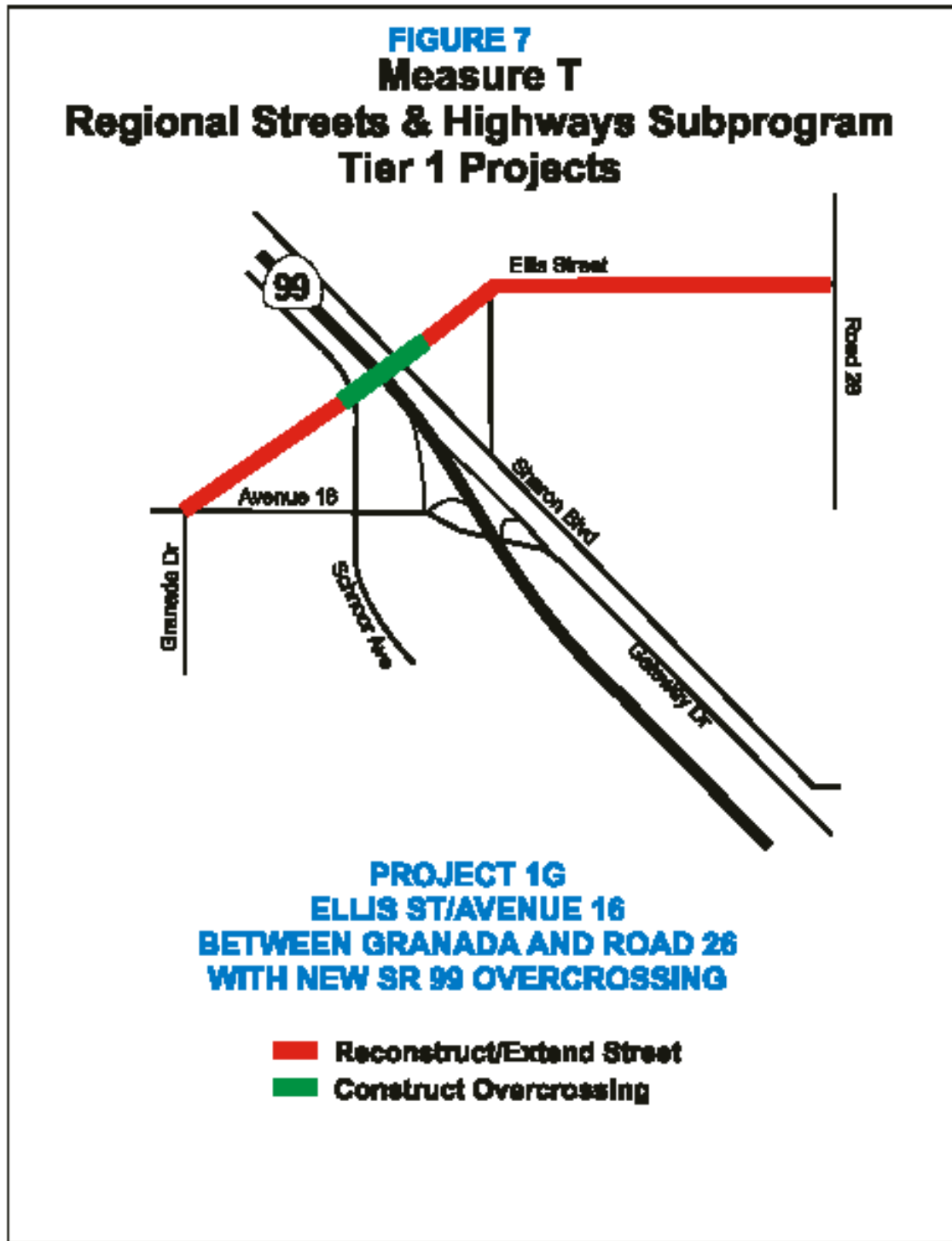
APPENDIX

FIGURE 4
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



VRPA Technologies, Inc.

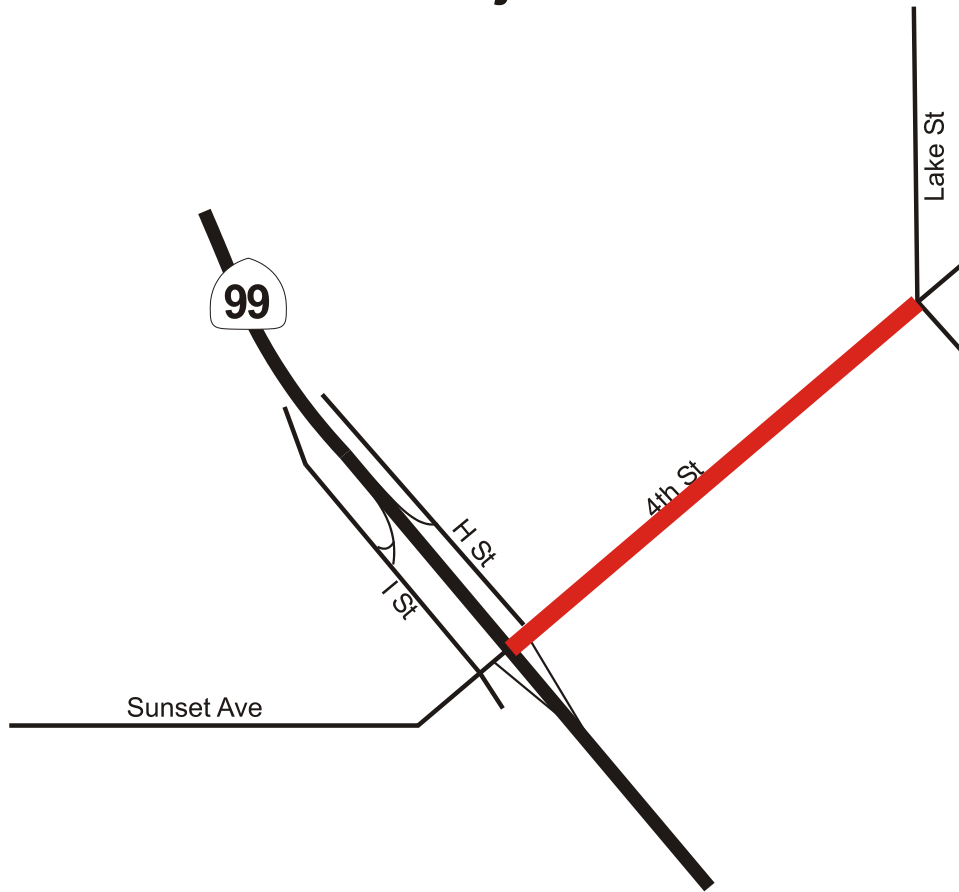
Map of Avenue 12 Interchange Project



VRPA Technologies, Inc.

Map of Ellis Street Overcrossing Project

FIGURE 14
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects

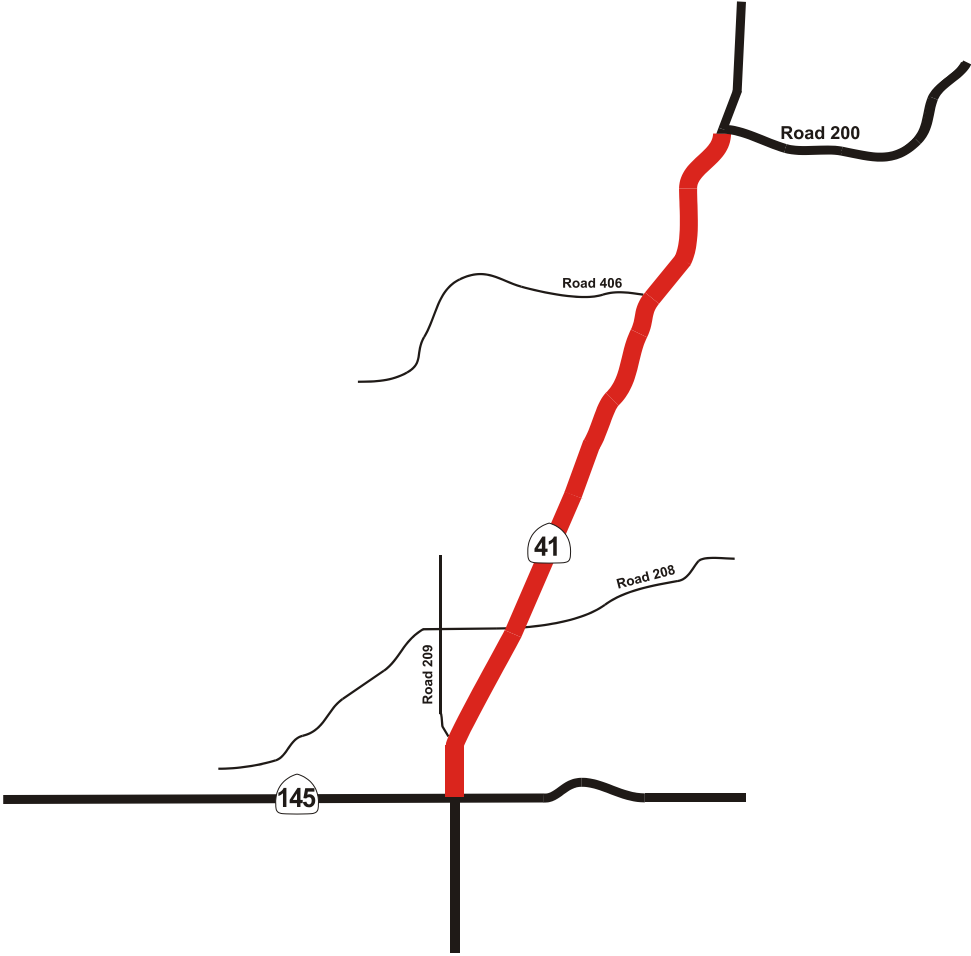


PROJECT 1N
4TH AVENUE
BETWEEN SR 99 AND LAKE ST

■ 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

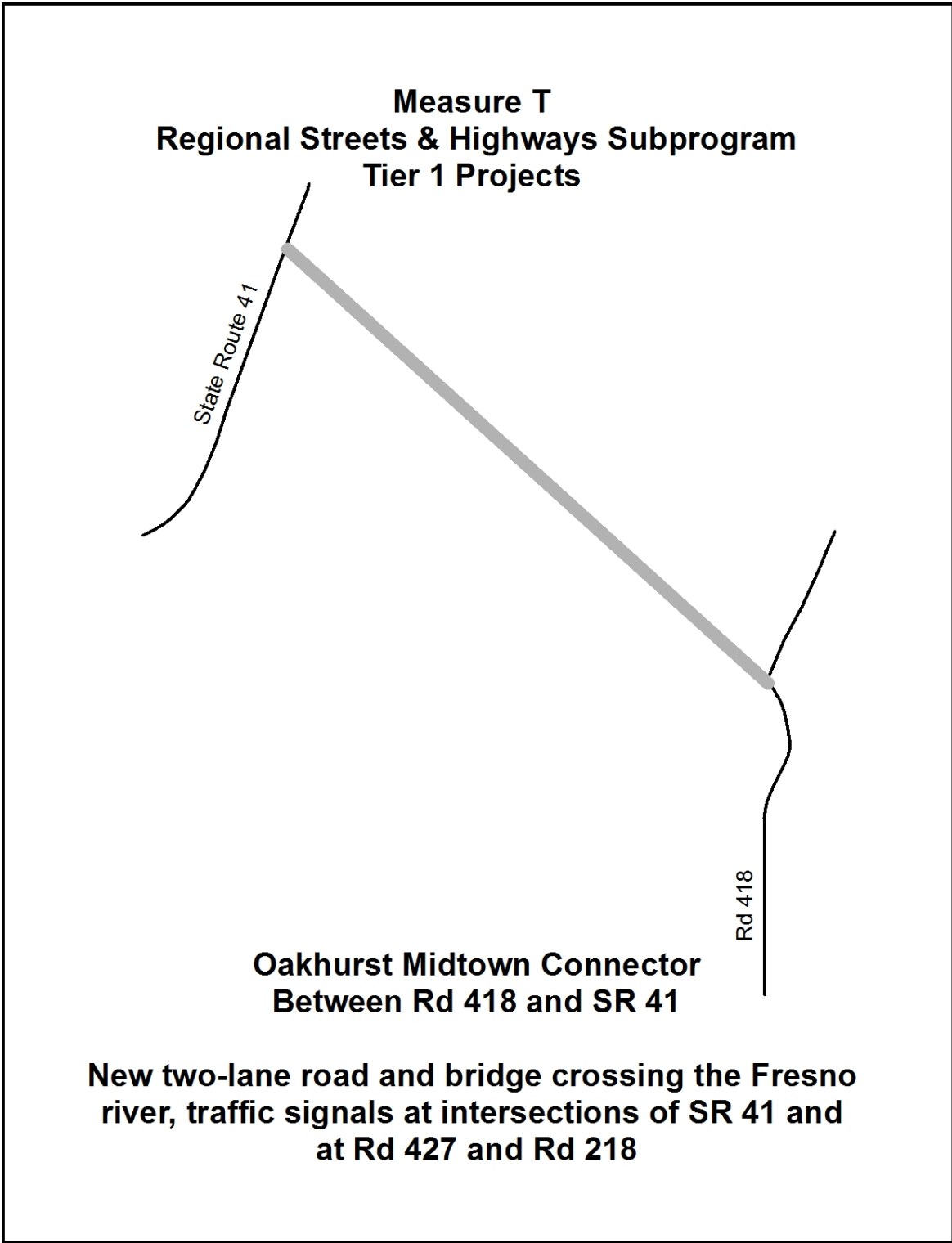
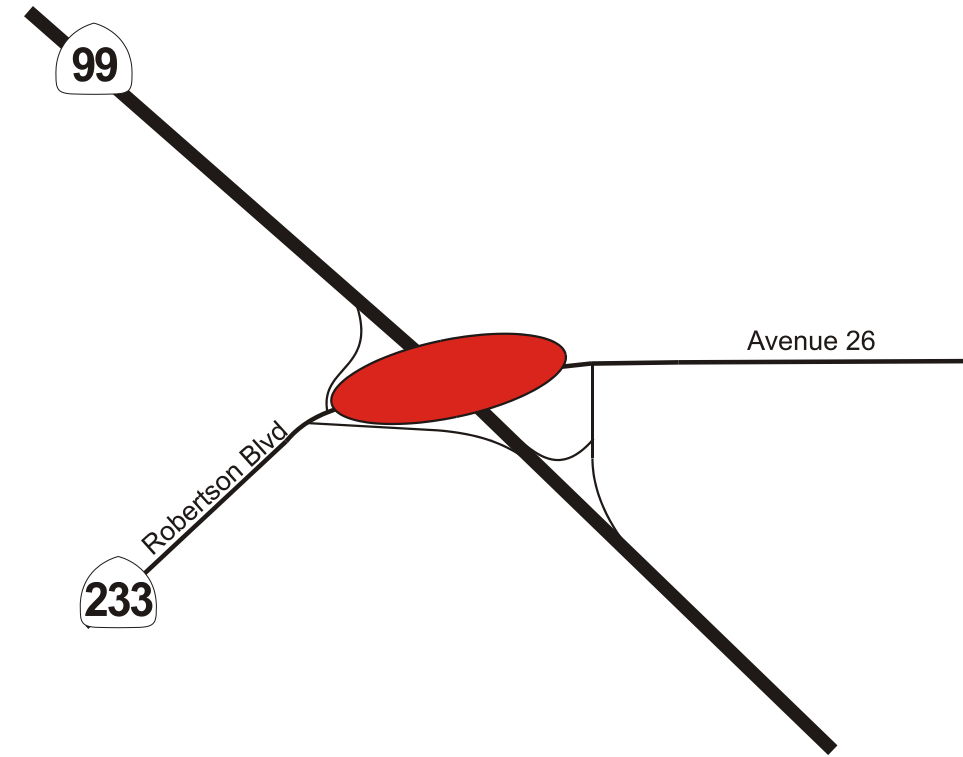


FIGURE 6
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1F
SR 233
AT SR 99

 **Reconstruct/Widen Interchange**

Madera 2020 STIP Program

Madera

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component					
									20-21	21-22	22-23	23-24	24-25	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Highway Projects:																			
Caltrans	99	5335	Madera, Ave 12-Ave 17, widen to 6 lanes (Rt99) (incr 10-18 vote)			close	1,858	1,858	0	0	0	0	0	0	0	0	1,858	0	0
Madera CTC		6L05	Planning, programming, and monitoring			May-19	120	120	0	0	0	0	0	0	0	120	0	0	0
Madera CTC		6L05	Planning, programming, and monitoring				276	0	93	92	91	0	0	0	276	0	0	0	0
Total Programmed or Voted since July 1, 2018							2,254												
PROPOSED 2020 PROGRAMMING																			
Highway Project Proposals:																			
Madera CTC		6L05	Planning, programming, and monitoring				-276	0	-93	-92	-91	0	0	0	-276	0	0	0	0
Madera CTC		6L05	Planning, programming, and monitoring				392	0	79	78	78	78	79	0	392	0	0	0	0
Subtotal, Highway Proposals							116	0	-14	-14	-13	78	79	0	116	0	0	0	0
Total Proposed 2020 STIP Programming							116												

Balance of STIP County Share, Madera	
Total County Share, June 30, 2019	(6,476)
Total Now Programmed or Voted Since July 1, 2018	2,254
Unprogrammed Share Balance	0
Share Balance Advanced or Overdrawn	8,730
Proposed New Programming	116



2001 Howard Road, Suite 201 Madera, CA 93637



STAFF REPORT
Board Meeting of June 17, 2020

AGENDA ITEM: 9-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

FY 2018-19 Measure "T" Compliance Audit: City of Madera

Enclosure: Yes

Action: Accept FY 2018-19 Measure "T" Compliance Audit for the City of Madera

SUMMARY:

MCTA has received the Measure "T" Compliance Audit Report for the Fiscal Year ended June 30, 2019 for the City of Madera. This report was done in accordance with Section 99245 of the Public Utilities Code by Price, Paige, and Company.

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

FISCAL IMPACT:

No fiscal impact to the approved 2019-20 Overall Work Program and Budget.

**CITY OF MADERA, CALIFORNIA
MEASURE "T" FUND

FINANCIAL STATEMENTS
WITH
INDEPENDENT AUDITOR'S REPORT

FOR THE YEAR ENDED
JUNE 30, 2019**

CITY OF MADERA, CALIFORNIA
MEASURE "T" FUND
JUNE 30, 2019

TABLE OF CONTENTS

	<u>Page</u>
INDEPENDENT AUDITOR'S REPORT.....	1
FINANCIAL STATEMENTS:	
BALANCE SHEET	4
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE.....	5
NOTES TO THE FINANCIAL STATEMENTS	6
REQUIRED SUPPLEMENTARY INFORMATION:	
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES – BUDGET AND ACTUAL.....	12
NOTE TO THE REQUIRED SUPPLEMENTARY INFORMATION	13
SUPPLEMENTARY INFORMATION:	
BALANCE SHEET BY FUNDING SOURCE	16
SCHEDULE OF REVENUES AND EXPENDITURES BY FUNDING SOURCE	17
OTHER REPORT:	
INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH <i>GOVERNMENT AUDITING STANDARDS</i> AND THE RULES AND REGULATIONS OF THE MEASURE "T" ENABLING LEGISLATION.....	21

INDEPENDENT AUDITOR'S REPORT

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

Report on the Financial Statements

We have audited the accompanying financial statements of the Measure "T" Fund of the City of Madera, California (the City), as of and for the year ended June 30, 2019, and the related notes to the financial statements, as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Measure "T" Fund of the City of Madera, as of June 30, 2019, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

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

tel 559.299.9540
 fax 559.299.2344

Emphasis of Matter

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

Other Matters

Required Supplementary Information

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

Accounting principles generally accepted in the United States of America require that the budgetary comparison information on pages 12-13 be presented to supplement the financial statements. Such information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the financial statements, and other knowledge we obtained during our audit of the financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Measure "T" Fund's financial statements. The Balance Sheet by Funding Source and the Schedule of Revenues and Expenditures by Funding Source (the Schedules) are presented for purposes of additional analysis and are not a required part of the financial statements.

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

Other Reporting Required by *Government Auditing Standards*

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

Price Price & Company

Clovis, California
June 5, 2020

FINANCIAL STATEMENTS

**CITY OF MADERA, CALIFORNIA
MEASURE "T" FUND
BALANCE SHEET
JUNE 30, 2019**

Item B.

ASSETS

Current Assets:

Cash and investments	\$ 9,316,752
Due from other government	<u>1,083,201</u>

Total assets	<u><u>\$ 10,399,953</u></u>
--------------	-----------------------------

LIABILITIES

Current Liabilities:

Accounts payable	<u>\$ 8,900</u>
------------------	-----------------

Total liabilities	<u>8,900</u>
-------------------	--------------

DEFERRED INFLOWS OF RESOURCES

Unavailable revenues	<u>199,081</u>
----------------------	----------------

Total deferred inflows of resources	<u>199,081</u>
-------------------------------------	----------------

FUND BALANCE

Restricted for highway and streets	<u>10,191,972</u>
------------------------------------	-------------------

Total fund balance	<u>10,191,972</u>
--------------------	-------------------

Total liabilities, deferred inflows of resources, and fund balances	<u><u>\$ 10,399,953</u></u>
---	-----------------------------

**CITY OF MADERA, CALIFORNIA
MEASURE "T" FUND
STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE
FOR THE YEAR ENDED JUNE 30, 2019**

REVENUES	
Measure "T" sales tax	\$ 3,082,623
Interest	<u>227,333</u>
Total revenues	<u>3,309,956</u>
EXPENDITURES	
Highway and streets	<u>863,854</u>
Total expenditures	<u>863,854</u>
Excess (deficiency) of revenues over (under) expenditures	<u>2,446,102</u>
OTHER FINANCING SOURCES (USES)	
Transfers out	<u>(423,970)</u>
Total other financing sources (uses)	<u>(423,970)</u>
Net change in fund balance	2,022,132
Fund balance - beginning	<u>8,169,840</u>
Fund balance - ending	<u>\$ 10,191,972</u>

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA
MEASURE "T" FUND
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2019**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING INFORMATION

Description of Reporting Entity

The accompanying financial statements present only the Measure "T" Fund as recorded in the City of Madera (the City) and are not intended to present fairly the financial position, change in financial position or cash flows of the City with accounting principles generally accepted in the United States of America.

Basis of Accounting and Measurement Focus

The financial statements of the Measure "T" Fund have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Measure "T" Fund's accounting policies are described below.

The Measure "T" Fund is a governmental fund specifically categorized as a special revenue fund. Special revenue funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specified purposes. Governmental funds are accounted for on a spending of "current financial resources" measurement focus and the modified accrual basis of accounting. Under modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period.

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

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

Unavailable Revenue

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

**CITY OF MADERA, CALIFORNIA
MEASURE "T" FUND
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2019**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING INFORMATION (Continued)

Fund Balance Classification

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

Nonspendable Fund Balance

Amounts cannot be spent either because they are in nonspendable form (such as inventory or prepaid expense, and long-term loans and notes receivable) or because they are legally or contractually required to be maintained intact (such as principal of a permanent fund).

Restricted Fund Balance

Amounts with external constraints placed on the use of these resources (such as debt covenants, grantors, contributors, or laws or regulations of other governments, etc.) or imposed by law through constitutional provisions or enabling legislation.

Committed Fund Balance

Amounts that can only be used for specific purposes pursuant to constraints imposed by City Council, the City's highest level of decision-making authority, through an ordinance or resolution. These committed amounts cannot be used for any other purpose unless the City Council removes or changes the specified uses through the same type of formal action taken to establish the commitment.

Assigned Fund Balance

Amounts that do not meet the criteria to be classified as restricted or committed but that are intended to be used for specific purposes. Intent is expressed by the City Council or its designee and may be changed at the discretion of the City Council or its designee. For all governmental funds other than the General Fund, any remaining positive amounts not classified as nonspendable, restricted or committed must be designated as assigned fund balance.

Unassigned Fund Balance

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

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

**CITY OF MADERA, CALIFORNIA
MEASURE "T" FUND
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2019**

NOTE 2 – CASH AND INVESTMENTS

The Measure "T" Fund participates in the City's cash and investments pool that includes all other City funds, which the City Treasurer invests to enhance interest earnings. Income from the investment of pooled cash is allocated on a quarterly basis, based upon the actual daily balance of the fund as a percentage of the total pooled cash balance.

The City participates in an investment pool managed by the State of California, titled Local Agency Investment Fund (LAIF), which has invested a portion of the pool funds in Structured Notes and Assets-Backed Securities. The City values all of its cash and investments at fair value on a portfolio basis. The City manages its pooled idle cash and investments under a formal investment policy that is adopted and reviewed by the City Council, and that follows the guidelines of the State of California Government Code.

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

NOTE 3 – DUE FROM OTHER GOVERNMENT

Due from other government consists of the Measure "T" allocations due from Madera Commission Transportation Authority. As of June 30, 2019, the balance of \$1,083,201 is related to the third quarter, fourth quarter and excess disbursements of the fiscal year 2018-2019 Measure "T" allocations.

NOTE 4 – DEFERRED OUTFLOWS/INFLOWS OF RESOURCES

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position or fund balance that applies to a future period(s) and thus, will not be recognized as an outflow of resources (expense/expenditure) until then. The Measure "T" Fund has no items to report in this category.

In addition to liabilities, the statement of net position will sometimes report a section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position or fund balance that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The Measure "T" Fund has one type of deferred inflows, unavailable revenues, which totaled \$199,081 as of June 30, 2019.

NOTE 5 – TRANSFERS

Transfers for the year ended June 30, 2019 are summarized as follows:

	<u>Transfers Out</u>
Measure "T" Fund	\$ 423,970

The Measure "T" Fund's transferred amount was to supplement the Streets operations.

**CITY OF MADERA, CALIFORNIA
MEASURE "T" FUND
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2019**

Item B.

NOTE 6 – SUBSEQUENT EVENT

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

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

THIS PAGE IS LEFT BLANK INTENTIONALLY.

REQUIRED SUPPLEMENTARY INFORMATION

**CITY OF MADERA, CALIFORNIA
 MEASURE "T" FUND
 STATEMENT OF REVENUES, EXPENDITURES AND
 CHANGES IN FUND BALANCES – BUDGET AND ACTUAL
 FOR THE YEAR ENDED JUNE 30, 2019**

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance with Final Budget</u>
REVENUES				
Measure "T" sales tax	\$ 2,899,631	\$ 2,899,631	\$ 3,082,623	\$ 182,992
Interest	<u>-</u>	<u>-</u>	<u>227,333</u>	<u>227,333</u>
Total revenues	<u>2,899,631</u>	<u>2,899,631</u>	<u>3,309,956</u>	<u>410,325</u>
EXPENDITURES				
Highway and streets	<u>1,003,152</u>	<u>7,350,034</u>	<u>863,854</u>	<u>6,486,180</u>
Total expenditures	<u>1,003,152</u>	<u>7,350,034</u>	<u>863,854</u>	<u>6,486,180</u>
Excess (deficiency) of revenues over (under) expenditures	<u>1,896,479</u>	<u>(4,450,403)</u>	<u>2,446,102</u>	<u>6,896,505</u>
OTHER FINANCING SOURCES (USES)				
Transfers out	<u>(863,933)</u>	<u>(863,933)</u>	<u>(423,970)</u>	<u>439,963</u>
Total other financing sources (uses)	<u>(863,933)</u>	<u>(863,933)</u>	<u>(423,970)</u>	<u>439,963</u>
Net change in fund balance	1,032,546	(5,314,336)	2,022,132	7,336,468
Fund balance - beginning	<u>8,169,840</u>	<u>8,169,840</u>	<u>8,169,840</u>	<u>-</u>
Fund balance - ending	<u>\$ 9,202,386</u>	<u>\$ 2,855,504</u>	<u>\$ 10,191,972</u>	<u>\$ 7,336,468</u>

**CITY OF MADERA, CALIFORNIA
MEASURE "T" FUND
NOTE TO THE REQUIRED SUPPLEMENTARY INFORMATION
FOR THE YEAR ENDED JUNE 30, 2019**

Item B.

BUDGETARY INFORMATION

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

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

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

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

THIS PAGE IS LEFT BLANK INTENTIONALLY.

OTHER SUPPLEMENTARY INFORMATION

**CITY OF MADERA, CALIFORNIA
MEASURE "T" FUND
BALANCE SHEET BY FUNDING SOURCE
JUNE 30, 2019**

	<u>Commute Corridors/ Farm to Market</u>	<u>Safe Routes to School and Jobs</u>	<u>Transit Enhancement</u>	<u>Environmental Enhancement</u>	<u>Total</u>
ASSETS					
Current Assets:					
Cash and investments	\$ 7,009,444	\$ 1,599,869	\$ 387,765	\$ 319,674	\$ 9,316,752
Due from other government	<u>528,392</u>	<u>470,269</u>	<u>42,269</u>	<u>42,271</u>	<u>1,083,201</u>
Total assets	<u>\$ 7,537,836</u>	<u>\$ 2,070,138</u>	<u>\$ 430,034</u>	<u>\$ 361,945</u>	<u>\$ 10,399,953</u>
LIABILITIES					
Current Liabilities:					
Accounts payable	\$ 8,830	\$ -	\$ -	\$ 70	\$ 8,900
Total liabilities	<u>8,830</u>	<u>-</u>	<u>-</u>	<u>70</u>	<u>8,900</u>
DEFERRED INFLOWS OF RESOURCES					
Unavailable revenues	<u>97,113</u>	<u>86,431</u>	<u>7,768</u>	<u>7,769</u>	<u>199,081</u>
Total deferred inflows of resources	<u>97,113</u>	<u>86,431</u>	<u>7,768</u>	<u>7,769</u>	<u>199,081</u>
FUND BALANCE					
Restricted	<u>7,431,893</u>	<u>1,983,707</u>	<u>422,266</u>	<u>354,106</u>	<u>10,191,972</u>
Total fund balance	<u>7,431,893</u>	<u>1,983,707</u>	<u>422,266</u>	<u>354,106</u>	<u>10,191,972</u>
Total liabilities, deferred inflows of resources, and fund balances	<u>\$ 7,537,836</u>	<u>\$ 2,070,138</u>	<u>\$ 430,034</u>	<u>\$ 361,945</u>	<u>\$ 10,399,953</u>

**CITY OF MADERA, CALIFORNIA
 MEASURE "T" FUND
 SCHEDULE OF REVENUES AND EXPENDITURES
 BY FUNDING SOURCE
 FOR THE YEAR ENDED JUNE 30, 2019**

	Commuter Corridors/ Farm to Market	Safe Routes to School and Jobs	Transit Enhancement	Environmental Enhancement	Total
REVENUES					
Measure "T" sales tax	\$ 1,503,721	\$ 1,338,311	\$ 120,293	\$ 120,298	\$ 3,082,623
Interest	<u>168,199</u>	<u>43,132</u>	<u>8,773</u>	<u>7,229</u>	<u>227,333</u>
Total revenues	<u>1,671,920</u>	<u>1,381,443</u>	<u>129,066</u>	<u>127,527</u>	<u>3,309,956</u>
EXPENDITURES					
Highway and streets	<u>854,073</u>	<u>5,385</u>	<u>-</u>	<u>4,396</u>	<u>863,854</u>
Total expenditures	<u>854,073</u>	<u>5,385</u>	<u>-</u>	<u>4,396</u>	<u>863,854</u>
Excess (deficiency) of revenues over (under) expenditures	<u>817,847</u>	<u>1,376,058</u>	<u>129,066</u>	<u>123,131</u>	<u>2,446,102</u>
OTHER FINANCING SOURCES (USES)					
Transfers out	<u>-</u>	<u>(423,970)</u>	<u>-</u>	<u>-</u>	<u>(423,970)</u>
Total other financing sources (uses)	<u>-</u>	<u>(423,970)</u>	<u>-</u>	<u>-</u>	<u>(423,970)</u>
Net change in fund balance	817,847	952,088	129,066	123,131	2,022,132
Fund balance - beginning	<u>6,614,046</u>	<u>1,031,619</u>	<u>293,200</u>	<u>230,975</u>	<u>8,169,840</u>
Fund balance - ending	<u>\$ 7,431,893</u>	<u>\$ 1,983,707</u>	<u>\$ 422,266</u>	<u>\$ 354,106</u>	<u>\$ 10,191,972</u>

THIS PAGE IS LEFT BLANK INTENTIONALLY.

OTHER REPORT

THIS PAGE IS LEFT BLANK INTENTIONALLY.



The Place to Be

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS* AND THE
RULES AND REGULATIONS OF THE MEASURE "T" ENABLING LEGISLATION

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

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Measure "T" Fund of the City of Madera, California (the City), as of and for the year ended June 30, 2019, and the related notes to the financial statements, which collectively comprise the Measure "T" Fund's financial statements, and have issued our report thereon dated June 5, 2020, which included an explanatory paragraph that the financial statements only present the Measure "T" Fund.

Internal Control Over Financial Reporting

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

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

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

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

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Measure "T" Fund's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. Our audit was further made to determine that allocations made and expended by the City were made in accordance with the Measure "T" Enabling Legislation. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

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



Clovis, California
June 5, 2020



STAFF REPORT
Board Meeting of June 17, 2020

AGENDA ITEM: 12-A
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Report of Closed Session Actions. (Pursuant to Government Code Section 54957.1)

Enclosure: No

Action: Direct Executive Director to contact counsel to prepare an addenda that reflects the recommended action.

SUMMARY:

The MCTC Policy Board conducted a closed session at its May 20, 2020 meeting. The closed session items were as follows:

- A. *Public Employee Performance Evaluation (Pursuant to Government Code Section 54957(b)(1))*
- B. *Conference with Labor Negotiators (Pursuant to Government Code 54957.6)
Commission Negotiators: Supervisor Frazier and Mayor Pro Tem Rodriguez
Employee: Patricia Taylor*

The Commission conducted an evaluation, which was “satisfactory” or “above.” The Commission will report out its actions.

FISCAL IMPACT:

No fiscal impact to the approved 2019-20 Overall Work Program and Budget.