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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**

October 21, 2020

**TIME**

3:00 PM

**Policy Board Members**

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

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

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



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

**SPECIAL NOTICE**

**Important Notice Regarding COVID 19**

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

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

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

<https://attendee.gotowebinar.com/register/731568168436858893>

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

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

1 (213) 929-4221

1 (877) 309-2074 Toll Free

**Access Code: (533-051-905)**

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

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to [publiccomment@maderactc.org](mailto:publiccomment@maderactc.org) or by calling 559-675-0721 **no later than 10:00 am on 10/21/2020**. Comments will be shared with the Policy Board and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.



## **AGENDA**

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

## **INTERPRETING SERVICES**

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

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

## **MEETING CONDUCT**

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

## **RECORD OF THE MEETING**

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

## Agenda

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

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

### **MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE**

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

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

A. High Speed Rail Transportation Survey

**Enclosure:** No

**Action:** Information and Discussion Only

B. FY 2021-22 Draft Sustainable Transportation Planning Grant Application Guide

**Enclosure:** No

**Action:** Information and Discussion Only

C. Highway Safety Improvement Program (HSIP) Cycle 10 Call for Projects Deadline Extended

**Enclosure:** No

**Action:** Information and Discussion Only

- D. SB1 Sustainable Communities Grant SR 233/Robertson Blvd Multimodal Corridor Study, Outreach Summary Report

**Enclosure:** Yes

**Action:** Information and Discussion Only

**5. TRANSPORTATION ACTION/DISCUSSION ITEMS**

- E. California Transportation Plan (CTP) 2050 Comment Letter

**Enclosure:** Yes

**Action:** Authorize Chair signature and submission of comment letter

- F. Senate Bill 1 Sustainable Transportation Planning Grants – Project Updates

**Enclosure:** No

**Action:** Information and Discussion Only

- G. Madera Amtrak Station Draft Initial Study/Mitigated Negative Declaration

**Enclosure:** No

**Action:** Information and Discussion Only

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

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

**7. ADMINISTRATIVE CONSENT ITEMS**

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

- H. Executive Minutes – September 23, 2020

**Enclosure:** Yes

**Action:** Approve Minutes

**8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

**NONE**

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

### **9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS**

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

**NONE**

### **10. AUTHORITY – ACTION/DISCUSSION ITEMS**

**NONE**

## **OTHER ITEMS**

### **11. MISCELLANEOUS**

- I. Items from Caltrans
- J. Items from Staff
- K. Items from Commissioners

### **12. CLOSED SESSION**

**NONE**

### **13. ADJOURNMENT**

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



**STAFF REPORT**  
Board Meeting of October 21, 2020

**AGENDA ITEM:** 4-A

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

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**SUBJECT:**

High Speed Rail Transportation Survey

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

Last month, the California High-Speed Rail Authority, in partnership with Caltrans and CalSTA, disseminated a survey to understand how Californians undertake travel in the state. The information from this survey directly informs tools that help California plan its statewide rail network.

So far, they have received over 3,000 responses statewide. However, within these responses, they are not receiving enough individuals from two groups:

- **People of color (including Latino/Hispanic individuals)**
- **People in the Central Valley**

It is important for the High-Speed Rail Authority to include representation from the Central Valley and ask that you please help get the word out to your stakeholders.

For those that choose to participate, the study will ask them about a trip they took in 2019 and get their opinion on different rail options in California.

**English:** <https://californiasp.sawtoothsoftware.com/>

**Spanish:** <https://californiaspes.sawtoothsoftware.com/>

**Passcode:** RailCV

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of October 21, 2020

**AGENDA ITEM:** 4-B

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

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**SUBJECT:**

FY 2021-22 Draft Sustainable Transportation Planning Grant Application Guide

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The California Department of Transportation (Caltrans), is pleased to release the Fiscal Year (FY) 2021-22 Draft Sustainable Transportation Planning Grant Application Guide document for a 30-day public comment period from October 5 to November 4, 2020.

In general, this document describes policies, grant program objectives, grant administrative requirements, and procedures for submitting a competitive grant application. It represents a culmination of meaningful consultation with the California State Transportation Agency, the Governor's Office of Planning and Research, the California Air Resources Board, the California Department of Housing and Community Development, and the California Department of Public Health.

In addition, two virtual public workshops were conducted in spring 2020 to inform the development of the final draft and receive initial comments from stakeholders. In total, approximately 65 comments were received from 8 organizations representing various State, regional, and local governments.

We look forward to receiving specific comments and feedback. Two final virtual workshops will be held in November 2020 to provide a summary of the comments received, the updates anticipated, and give stakeholders the last opportunity to provide input into the FY 2021-22 Sustainable Transportation Planning Grant Application Guide before releasing the final document/call-for-applications.

Please send your completed comment form to: [Regional.Planning.Grants@dot.ca.gov](mailto:Regional.Planning.Grants@dot.ca.gov) no later than COB **November 4, 2020**.

[FY 2021-22 Draft Sustainable Planning Grant Application Guide](#)

[FY 2021-22 Comment Form](#)

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of October 21, 2020

**AGENDA ITEM:** 4-C

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

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**SUBJECT:**

Highway Safety Improvement Program (HSIP) Cycle 10 Call for Projects Deadline Extended

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

Caltrans announced the Highway Safety Improvement Program (HSIP) Cycle 10 Call for Projects on May 5, 2020. The application submittal deadline has been extended again to **November 2, 2020** due to the impacts of the COVID-19 pandemic and California wildfires. Applicants are encouraged to submit applications prior to the extended deadline so Caltrans can start the review as previously scheduled. For more information visit the [HSIP Call for Projects Page](#).

**FISCAL IMPACT:**

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





**STAFF REPORT**  
Board Meeting of October 21, 2020

**AGENDA ITEM:** 4-D

**PREPARED BY:** Evelyn Espinosa, Associate Regional Planner

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**SUBJECT:**

SB1 Sustainable Communities Grant SR 233/Robertson Blvd Multimodal Corridor Study, Outreach Summary Report

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

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

The attached report summarizes all the public and stakeholder input received during phase 1 and 2 of the SR 233/ Robertson Blvd Multimodal Corridor Study. It adds the results from the second Stakeholder Advisory Committee meeting, and the second Community Outreach meeting. Phase 2 of the outreach program focused on gathering input about the design alternatives developed in response to phase one survey results and comments from stakeholders.

The report shows that community priorities for early action were three distinct choices: high visibility crosswalks, flashing crossing beacons, and ADA curb ramps. The least favored improvements from the presented alternatives were separated bikeways without parking protection, and a road diet. Concerns with the alternatives presented can be broadly summarized as follows: the roadway needs no improvement and to redirect efforts to housing and economic development; focusing on SR 99/Robertson Blvd interchange; bicycle infrastructure improvements are not needed due to lack of destinations, the weather, and medians would impede turning movements; there is a need to improve curbs and gutters along the corridor.

The full report is attached to the agenda. This report and the comments which were summarized for this report will be part of the final SR 233/ Robertson Blvd Multimodal Corridor Study.

To access any of the project materials: the existing conditions reports, draft alternatives, or links to the recorded workshops please visit the project [website](#) or contact Evelyn Espinosa at [evelyn@maderactc.org](mailto:evelyn@maderactc.org).

**FISCAL IMPACT:**

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

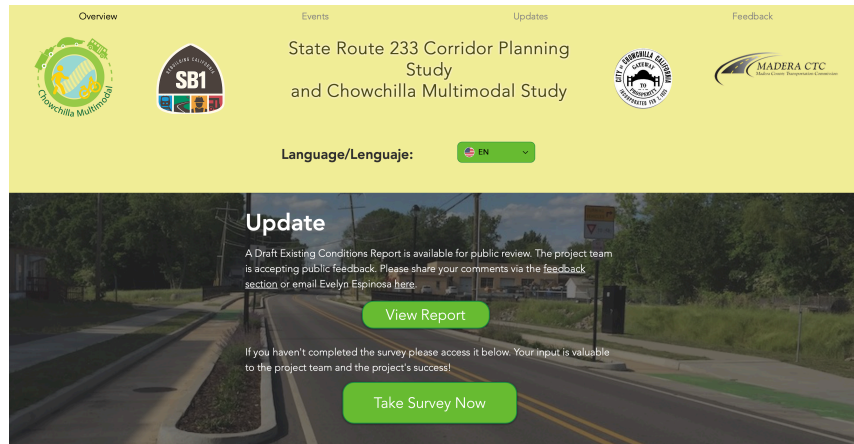
## INTRODUCTION:

This report summarizes public and stakeholder input received during Phase One and Phase Two of the public outreach effort for the SR 233/Robertson Blvd Multimodal Corridor Study. TJKM developed a dedicated project website to facilitate information sharing and two on-line surveys. RGS supported the project team with workshop set-up, facilitation, and promotion; facilitated two stakeholder advisory focus groups; and promoted the on-line surveys through a variety of outreach methods from October 2019 through September 2020. This report provides a summary of these activities and an analysis of survey results.

## PHASE ONE OUTREACH

### *Project Website*

The project website was established in August 2019 and has provided the public and stakeholders an information portal for background reports, status updates, and a link to the on-line survey. Background



### Existing Conditions Report SR 233 Corridor Plan



documents provided on the website include the draft Existing Conditions Report (released for public comment December 2019) and an interim outreach report (Phase One Outreach Summary). Additional SB-1 funded studies on-going at this time, managed by the City of Chowchilla, are a Truck Study and Stop Sign Inventory. These documents will be posted to the website at a later date. The website also includes presentations from the workshops and Stakeholder Advisory meetings, as well as recordings of the second Stakeholder Advisory Committee meeting and the second public workshop (both held virtually).

### *Public Workshop One*

The September 12, 2019 community meeting was conducted from 5:30 p.m. to 7:30 p.m. at Chowchilla City

Hall. The workshop format included a project overview presentation and map exhibit stations (both background maps and example corridor concepts) for participants to view and provide comments and feedback to the project team. Materials were provided in English and Spanish and translation was available on site.

The workshop was promoted through flyers, on the project website, through various social media outlets, stakeholder meeting announcements, and by email blasts. Participants included community members, stakeholder group representatives and elected officials. Additional staff from MCTC, the City of Chowchilla, and Madera County were also in attendance. The workshop had between 8 and 10 participants during the course of the evening. The full presentation is included as an attachment to the report. Comments from the workshop are summarized on the next page.

EJEMPLOS COMPLETOS DE LAS CALLES

## Workshop Comments:

Verbal comments from participants were summarized by the project team as follows:

<p><b>Biking &amp; Bike Facilities:</b></p> <ul style="list-style-type: none"> <li>▪ Biking etiquette is a problem (cyclists are riding all over streets and sidewalks without following ordinances). Biking education is needed for both bicyclists and motorists.</li> <li>▪ Bridge overcrossing for bicyclist needs improvement</li> </ul>
<p><b>Pedestrian Facilities:</b></p> <ul style="list-style-type: none"> <li>▪ Sidewalks and crosswalks need repair (particularly 15<sup>th</sup> Street to Front and West of 15<sup>th</sup>) - this includes uneven and/or no sidewalks</li> <li>▪ Additional signal crossings are needed</li> <li>▪ Additional high school/school crossings are needed</li> <li>▪ Pedestrian crossing near baseball park is dangerous</li> <li>▪ Intersection at 5<sup>th</sup> &amp; Robertson near senior center needs improvement</li> </ul>
<p><b>Street Lighting</b></p> <ul style="list-style-type: none"> <li>▪ Lighting from 11<sup>th</sup> to 13<sup>th</sup> Streets on Wilson near the junior high is poor and the school has multiple evening events</li> </ul>
<p><b>Roadway Issues</b></p> <ul style="list-style-type: none"> <li>▪ Traffic safety on Robertson</li> <li>▪ Existing freeway congestion</li> <li>▪ Congestion/traffic queuing at Robertson/SR233 @ 99</li> <li>▪ Cut-through traffic damage to infrastructure</li> <li>▪ Truck route designation hurts downtown businesses</li> <li>▪ Parents picking up children near Taco Shop at SR99 contributes to congestion and queuing issue</li> <li>▪ Roadway flooding is a concern in the corridor, especially near 2<sup>nd</sup>, 3<sup>rd</sup> &amp; 5<sup>th</sup> Streets</li> </ul>
<p><b>Transit</b></p> <ul style="list-style-type: none"> <li>▪ Connections are needed to Merced, Planada &amp; LeGrand; senior bus once per weeks for shopping is not enough; transit service needs to be synced with service in Merced</li> <li>▪ Lack of public transit to the North Valley</li> </ul>
<p><b>Parking</b></p> <ul style="list-style-type: none"> <li>▪ Parking is an issue near downtown shopping</li> <li>▪ Robertson Blvd in particular needs more parking (not less)</li> </ul>
<p><b>Economic Development</b></p> <ul style="list-style-type: none"> <li>▪ Additional support in the way of infrastructure improvement is needed for downtown businesses along Robertson Blvd</li> </ul>



### Pop-Up Event



On October 31, 2019 the project team attended the Harvest Festival held by the Chowchilla Memorial Healthcare District. The vent was held at the district’s skilled nursing facility on Ventura



Avenue in Chowchilla. The project team set-up the exhibits from the September public workshop and laptop computers set to the on-line survey and invited residents to view exhibit boards, fill-out the on-line survey, and ask any questions of the planning team. Bi-lingual staff were available for Spanish speaking residents and project cards for



participants to share with other residents were handed out. The team distributed in excess of 250 project cards at the event.

**Project Area Flyers, Business Outreach & Survey Promotion**

The project team spent the day of December 10, 2019 walking the Robertson Boulevard corridor to talk with business owners about the project, and to hand out flyers and project cards promoting the project website. Approximately 100 flyers and project cards were disseminated. Owners (or employees) were asked to display posters and hand out project cards and encouraged to get in touch with outreach staff for presentations at any upcoming meetings. Residents/business owners were also asked to spread the word via their social networks and



esday, January 21, 2020



other civic groups they participated with. Flyers were also distributed to schools in the Chowchilla Elementary School District and Chowchilla Union High School. In addition, the survey was promoted via the on-line and print versions of *The Chowchilla Chatter* during the month of January.

**Stakeholder Focus Group**

The stakeholder focus group met on January 22, 2019 from 5pm to 7pm at City of Chowchilla City Hall. The forum was attended by eight participants and staff from City of Chowchilla, MCTC, Madera County Health Department representative, community representatives, and the consultant team. Exhibits from the public



Agenda

Welcome & Introductions	3:00 – 5:15	Evelyn Espinosa - MCTC
Expectations of Stakeholder Committee	5:15 – 5:30	Kim Anderson - RGS
Project Overview & Work Completed to Date	5:30 – 5:50	Ian Lin – TJKM
Public Input Received to Date	5:50 – 6:05	Kim Anderson – RGS
Discussion of Future Outreach Activities	6:05 – 6:30	All
Meeting Schedule & Next Steps	6:30 – 6:40	Kim Anderson / Ian Lin
Questions & Comments	6:40 – 7:00	All



workshop in September were set-up and reviewed, followed by an update on public outreach activities and an open forum discussion facilitated by the consultant team. Summarized comments and concerns expressed are captured in the table below.

*Summary of Stakeholder Group Discussion:*

<p><b>Additional Issues Identified During Meeting:</b></p> <ul style="list-style-type: none"> <li>▪ Safety for pedestrians &amp; bicyclists are primary issues</li> <li>▪ The 99/Robertson overpass continues to be a source of congestion</li> <li>▪ Roundabout project has not been incorporated in the study process</li> <li>▪ Non-compliance with ADA is an issue in the corridor</li> <li>▪ Train crossing is an issue</li> <li>▪ Additional effort is needed to insure the all upcoming plans and developments are considered</li> <li>▪ Differing opinions on how parking should be handled in downtown/on the corridor; some would prefer a reduction in parking to provide better protection for bicyclists, while area business owners would like better parking facilities to attract more customers to the area</li> <li>▪ Trucking community and area business owners need to weigh in on the truck study before it is finalized as recommendations could impact area businesses</li> </ul>
<p><b>Funding Potential:</b></p> <ul style="list-style-type: none"> <li>▪ The consultant team highlighted that a list of funding sources has already been identified for which the City and/or County can consider applying for. The team indicated that the study would include an implementation plan and suggested improvements for each funding source</li> <li>▪ Participants requested that project phasing be considered in the implementation and funding plan</li> </ul>
<p><b>Identification of an Early Action Plan</b></p> <ul style="list-style-type: none"> <li>▪ Consultant team focused the meeting discussion on already identified issues and suggested that the implementation plan include early, mid, and long-term projects. Identification of high-profile, lower-cost improvements that could be completed quickly to build public trust in the plan and the funding process</li> </ul>
<p><b>Public Outreach</b></p> <ul style="list-style-type: none"> <li>▪ Suggestion that in addition to flyers distributed to schools, that paper surveys be provided to students to take home and return</li> <li>▪ High school students could be used for flyer distribution to obtain public service hours</li> <li>▪ Further discussion of a focus group conducted directly with select classes at the high school</li> <li>▪ Plans to be made for the project team to present to both the Chowchilla Planning Commission and City Council</li> <li>▪ Other potential outreach venues: Civic clubs (i.e. Lions Club, Lioness Club, Friends of the Library). Student outreach events can include Bike Rodeo, Junior Fair Stampede.</li> <li>▪ MCTC presentation should be scheduled for February.</li> <li>▪ Phase 2 public outreach should include visualizations of proposed/potential solutions in the context of the SR 233/Robertson Blvd corridor or at least visualizations in a similar context. Stakeholder group participants also emphasized the final report should include case studies of implementation of proposed solutions in similarly sized jurisdictions.</li> </ul>

*Phase One Survey Analytics*

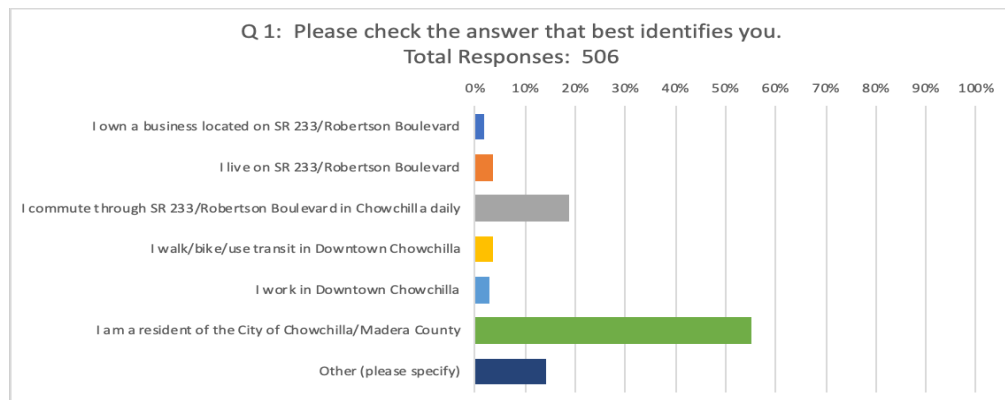
The following key takeaways and the graphs that follow are based on a survey conducted on-line via Survey Monkey that was live on the project website from August 2019 through



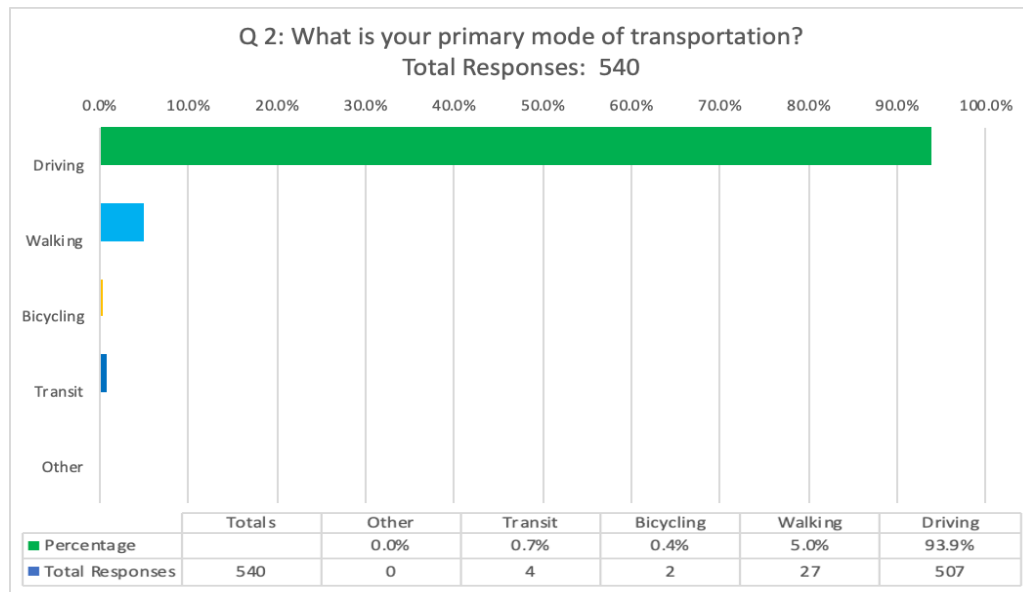
February 2020. The number of responses varied by question, ranging between 176 and 218. In addition to the on-line surveys, paper surveys were provided to students at two schools proximate to the project area in January 2020 - Wilson Middle School and Merle L. Fuller Elementary. Paper surveys returned numbered 323, with responses per question ranging from 270 to 323. Question 10 was not applicable to the paper survey group as all respondents received the survey from their respective children’s schools.

**Key Survey Takeaways:**

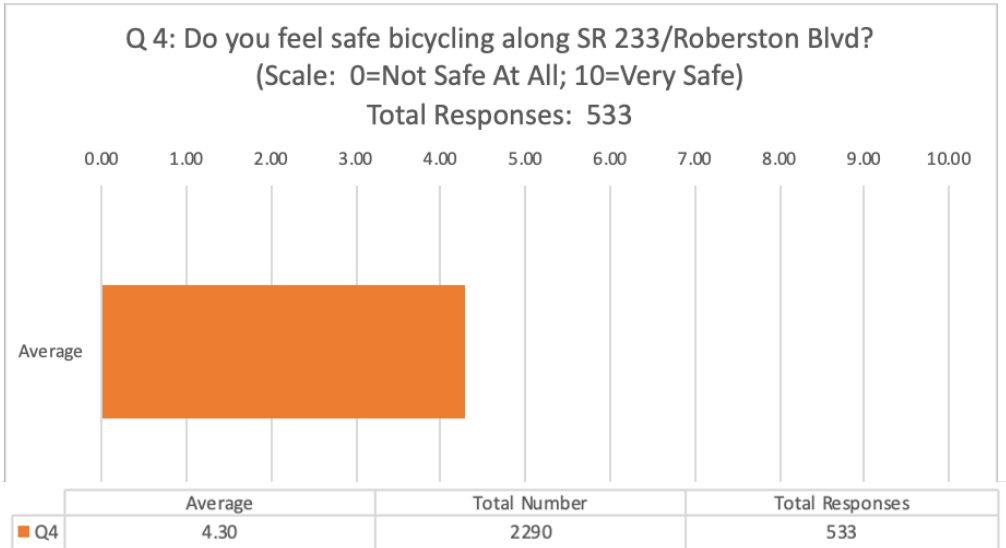
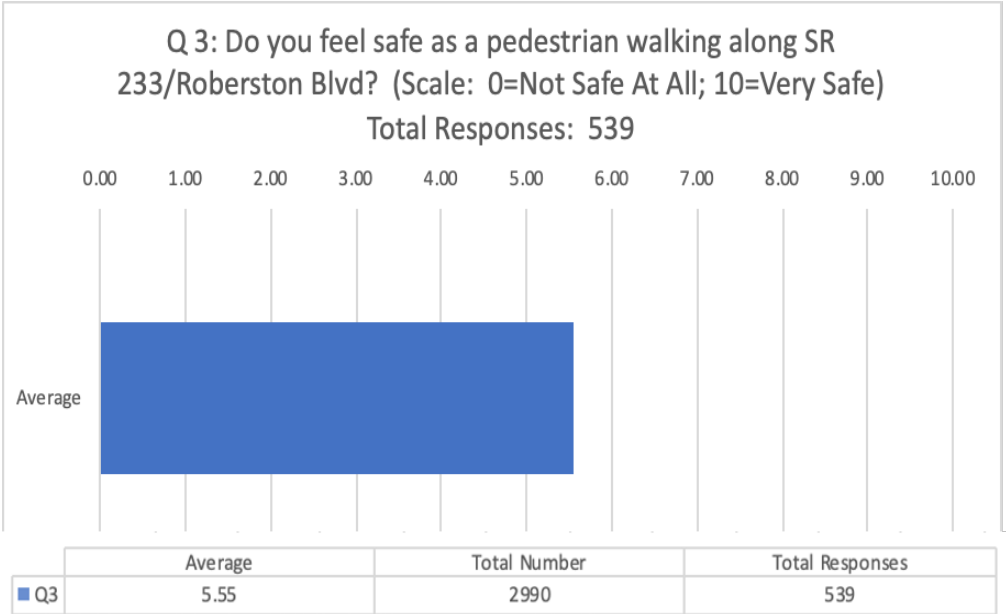
- Respondents represented all categories of participants with the majority being either daily commuters on the SR233 corridor or residents of Madera County that utilize the corridor intermittently. Anecdotally, this are travelers coming to downtown businesses or offices
- Despite the widespread support for biking and walking improvements in the corridor, the majority of respondents travel by automobile.



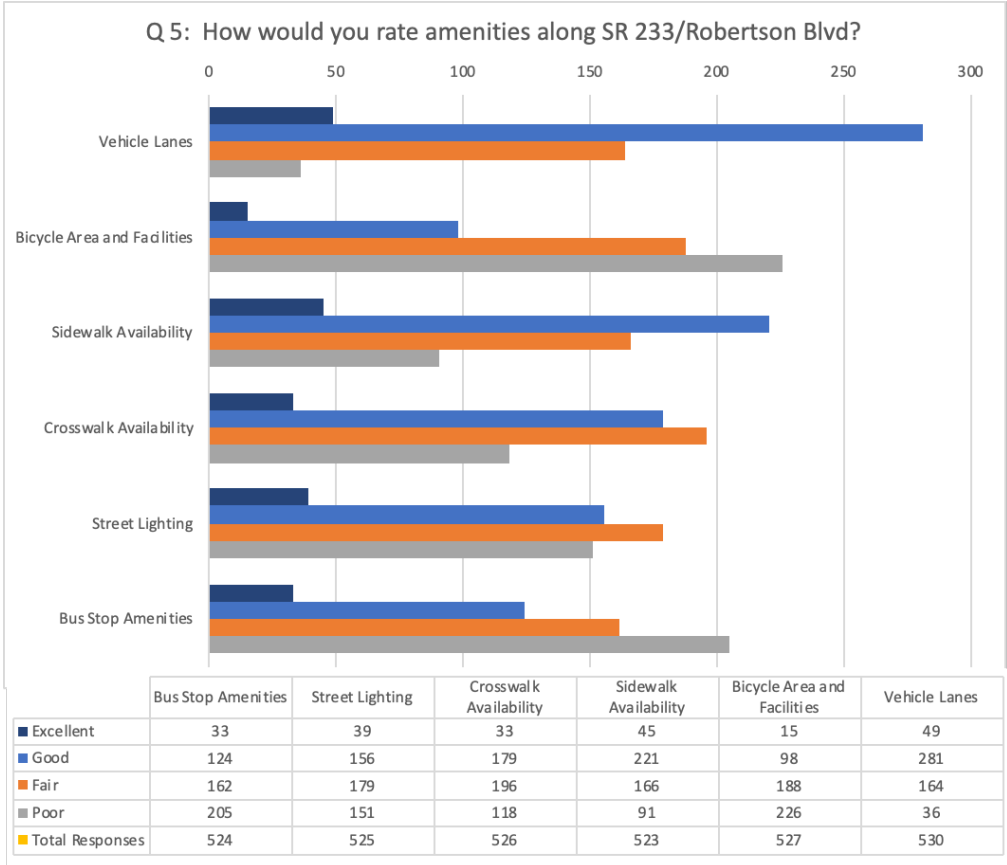
	Total Responses	Other (please specify)	I am a resident of the City of Chowchilla/Madera County	I work in Downtown Chowchilla	I walk/bike/use transit in Downtown Chowchilla	I commute through SR 233/Robertson Boulevard in Chowchilla daily	I live on SR 233/Robertson Boulevard	I own a business located on SR 233/Robertson Boulevard
Percentage		14.2%	55.1%	3.0%	3.6%	18.8%	3.6%	1.8%
Totals	506	72	279	15	18	95	18	9



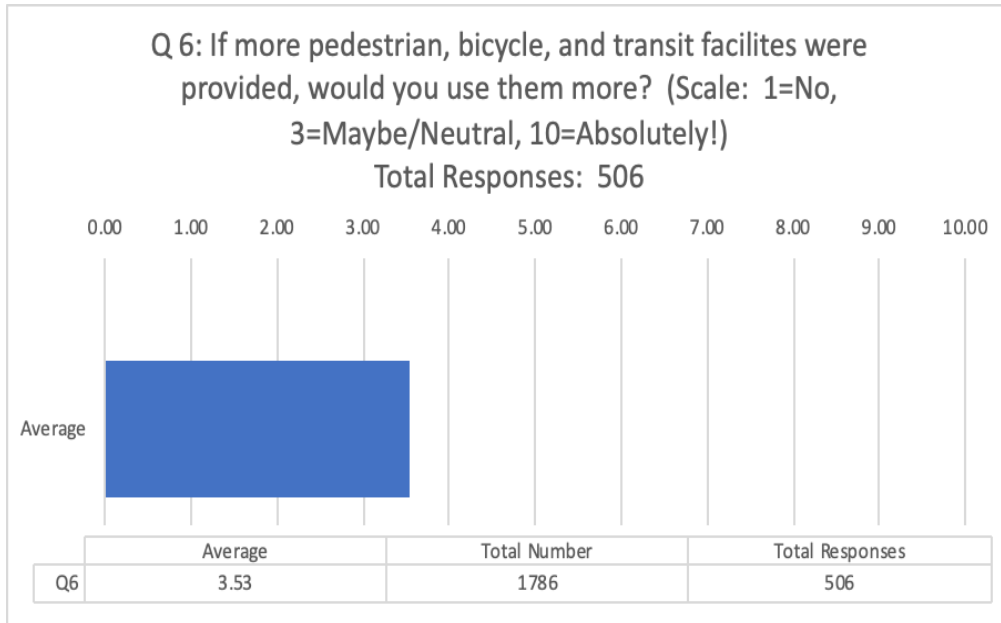
- Safety in the corridor is rated as average for both pedestrians and bicyclists, with bicyclists feeling more traffic stress overall than pedestrians.



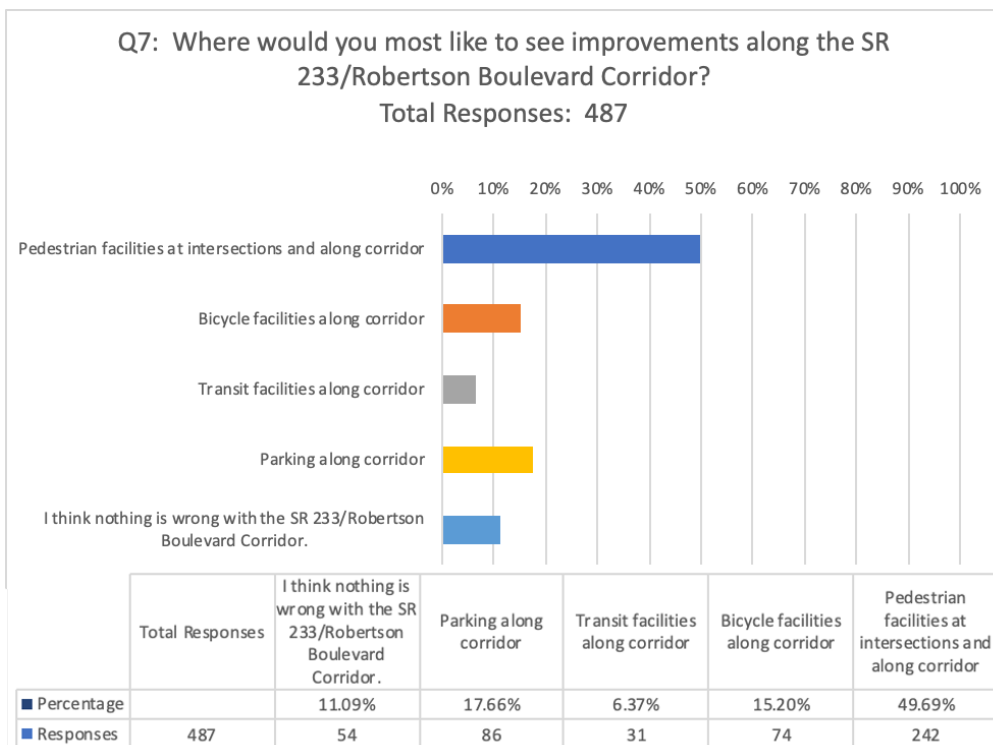
- In rating the quality of infrastructure in the SR 233/Robertson Blvd corridor, respondents were most likely to rate bicycle area & facilities as poor. In total, nearly 79% of respondents rated bicycle infrastructure as fair or poor. This is followed closely by bus step amenities, where 70% rated this amenity as fair or poor, and crosswalk availability at 60% fair or poor.



- Survey takers were neutral on whether they would use bicycle, pedestrian, and transit improvements if they were more available. The question should be further explored when corridor concepts are developed. Specific concepts in each category can be gauged for increased usage and desirability to residents likely to use them. This is further supported by responses to Q7.

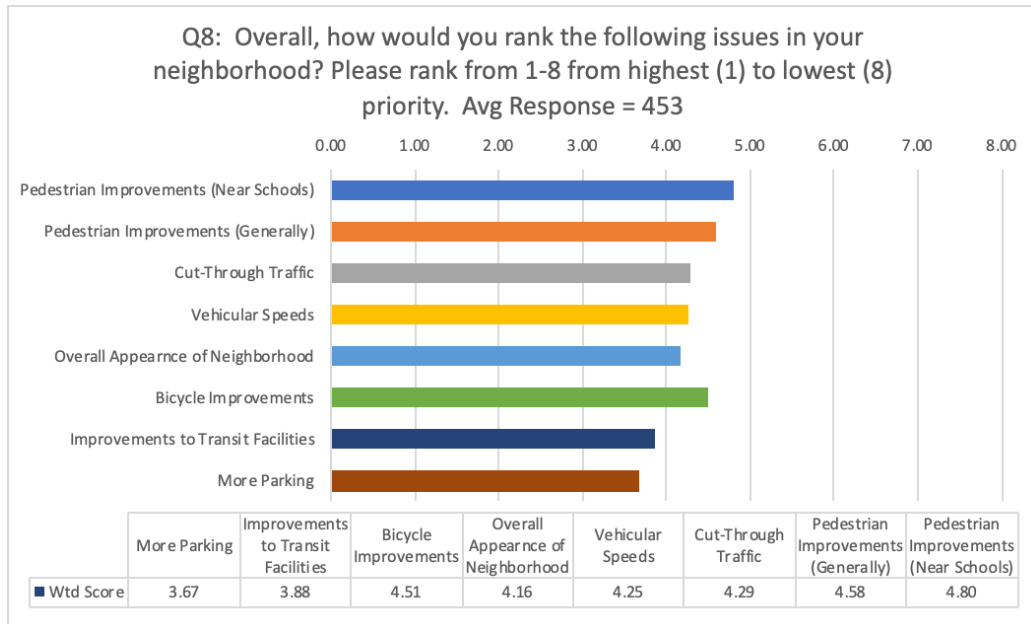


- By a wide margin respondents rate the need for improved pedestrian facilities at intersections on the corridor as the most needed improvement. Fewer than 10% cited transit facilities.

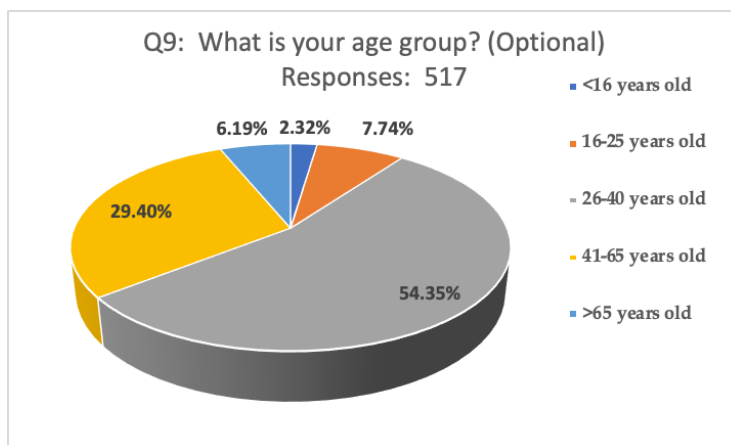


- When asked to rate issues in general in respondent’s neighborhood, pedestrian improvements near schools and pedestrian improvements in general were rated

as the biggest issues, followed by bicycle improvements. Only transit facilities and lack of parking ranked lower than a 4 (weighted score).



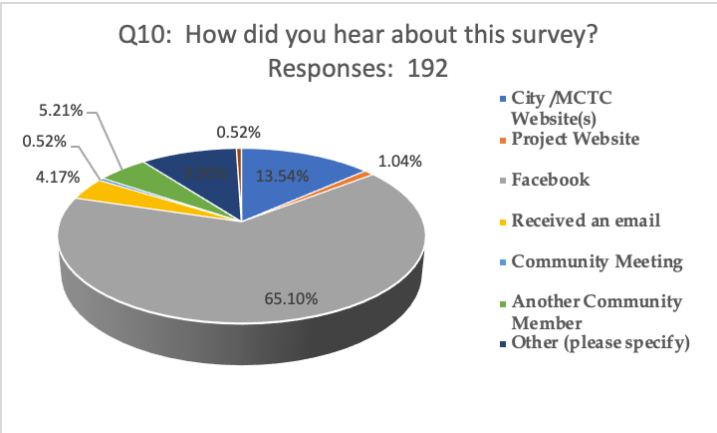
- Taken in total, the survey responses indicate that pedestrian and bicycle infrastructure in general are the most needed improvements as ranked by survey takers. While we note that the age profile skewed heavily to 26-40 year-olds, likely due to the fact that over half the respondents were parents of school-age children, overall ratings between the two groups (on-line survey takers and paper survey takers) were not dissimilar even though on-line survey takers were on average older. However, it is likely that pedestrian improvements near schools has ranked higher due to the number of parents of school-age children taking the survey.



- While pedestrian improvements have a clear priority, survey takers have expressed support for transit improvements, street lighting improvements, parking improvement/reconfiguration, and traffic calming to address vehicle speeds and cut-through traffic.

- While safety concerns do not appear paramount in survey results, comments received during the workshop and in the stakeholder focus group place a higher emphasis on safety.
- Survey findings provide context for prioritizing bicycle and pedestrian improvements; however, it is clear that solutions that address multiple areas of concern will have a higher return on investment dollars versus single-mode solutions.

- Phase two outreach should include visualizations of solutions in a context as similar as possible to existing conditions in the SR 233/Robertson Blvd corridor, as well as case studies of successful implementations.



- Finally, the second round of public and stakeholder outreach will be focused on electronic delivery of content. Facebook was by far the most effective way of communication, followed distantly by email and word-of-mouth.

## PHASE TWO OUTREACH

During Phase Two of the project, the team utilized the phase one public outreach results to shape the final concepts to be proposed as priorities for the study based on research data, technical analyses completed, and available financing opportunities.

The Phase Two public participation was reshaped as the result of social distancing measures that are still in effect. Besides similar use of the website as with Phase One ([www.chowchillacorridorplan.com](http://www.chowchillacorridorplan.com)), electronic communication across all social media platforms was used, as well as email blasts and electronic newsletters/forums from the stakeholder group and project team. Anyone that provided an email address was contacted directly with regular updates and the website was updated with the latest information.

### SR233/Robertson Boulevard Corridor Plan



Language/Lenguaje: EN

# Updates

08/18/2020: The second Community Workshop was held virtually on August 18, 2020 via Zoom. In case you missed attending the workshop, the workshop presentation can be found [here](#). The video recording of the Workshop can be found [here](#). Please have a look at the various design alternatives presented in the workshop and tell us your favorite alternative by taking the survey below:



[Take Survey Now!](#)

06/15/2020: The second Stakeholder Advisory Committee meeting was held online on Zoom. Please go to the [events page](#) for more details and meeting materials. Click [here](#) to view the video recording of the meeting.



06/12/2020: Conceptual Design Plans for [Downtown Chowchilla](#) are now available to view. Please provide your feedback via the survey [here](#) (Please note this is the same survey linked above).





### *Stakeholder Focus Group Two*

The stakeholder focus group (Stakeholder Advisory Committee) met for a second time on June 15, 2020, from 5:30pm to 7pm. The meeting was held virtually, via the Zoom meeting platform. The focus of the meeting was to allow the stakeholders to view the potential corridor alternatives and to help the project team refine these prior to presenting them to the public. Besides the project team, two members of the Stakeholder Advisory Committee attended the virtual meeting; others provided input after viewing the recording of the meeting on the project website.



TJKM, with set-up and meeting facilitation support from RGS presented the three alternatives for the downtown core of Chowchilla (Segment C), as well as information on the other segments of the study corridor. The presentation and project alternatives are posted on the project website for viewing.



There was support for all alternatives; however, there was some concern on removal of all diagonal parking in the downtown area with Alternative 2. Parking removal was also a concern of downtown businesses in the first public outreach phase. Additional discussion centered on plans for the area near the Wilson school.



As a result of the stakeholder advisory meeting and additional comments from Caltrans, a fourth alternative was developed and used for the second public workshop and for the subsequent virtual public workshop.

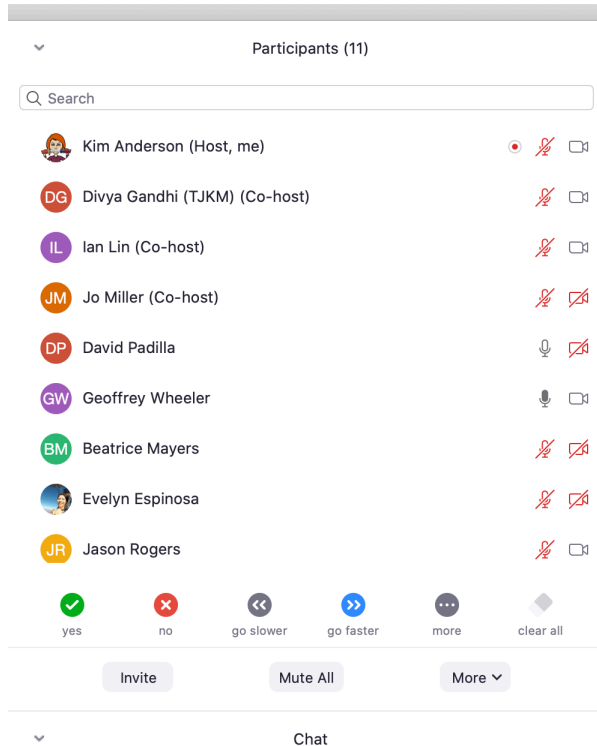




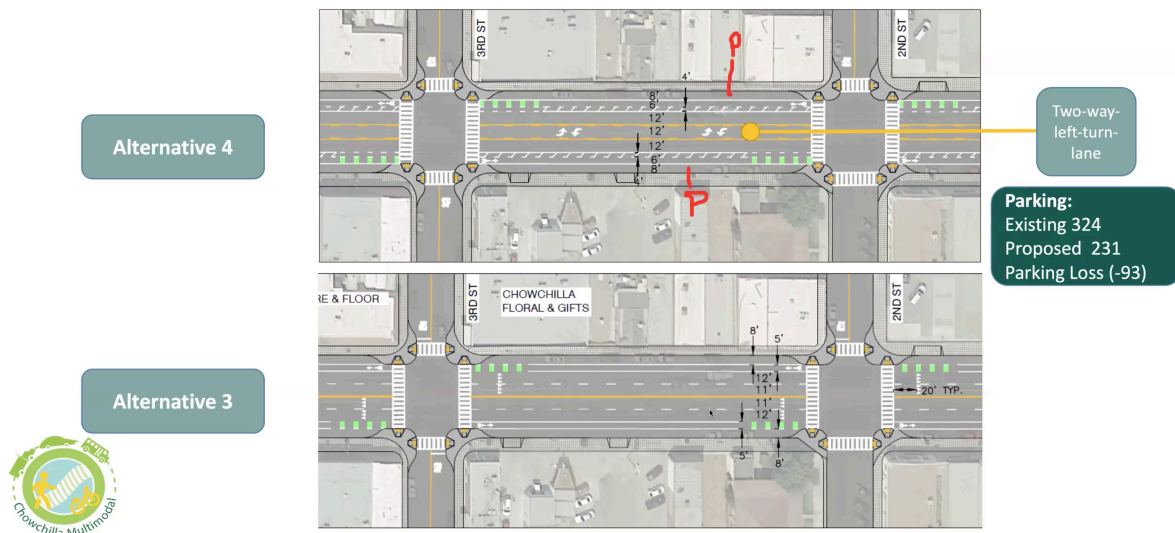
### Public Workshop Two

The second public workshop was conducted on August 18, 2020 from 5:30 pm to 7:00pm. The meeting was held virtually via the Zoom platform; live interpretation was available in Spanish for any members of the public requesting this service.

Besides the project team, six participants attended the workshop representing Caltrans, the City of Chowchilla, the Stakeholder Advisory Committee, and members of the public. The presentation for the public workshop was similar in scope to the presentation at the stakeholder workshop, except for the suggested modifications to the alternative designs and the addition of the fourth alternative based on previous stakeholder and Caltrans comments. The team used in-meeting tools to highlight important concepts to aid understanding and answer questions on the alternative corridor designs.



### Segment C, Alternative 4: Two way left-turn lane



As with the stakeholder meeting, in-meeting polling was utilized after the presentation and participants were encouraged to ask questions and/or elaborate on their responses to the polling questions.

Concerns raised with the concepts during the workshop centered on the following:

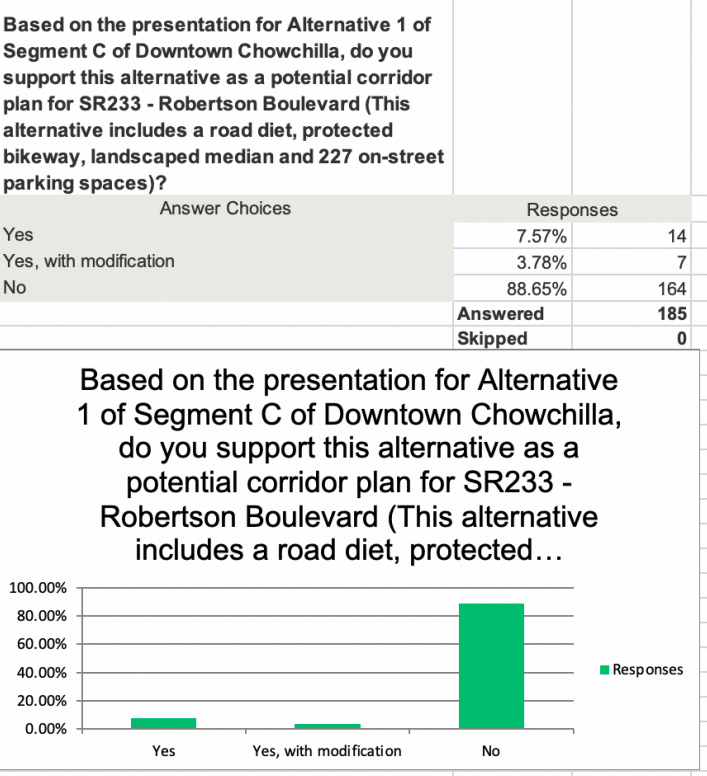
- Landscaped medians: concerns that the landscaping will not be cared for and become unsightly, and concerns that the money for landscaping could better be spent on other improvements [City staff indicated that any new landscaping would be xeriscape with low to no water usage and that the city would be responsible for maintenance]
- Impacts to traffic flow if the number of lanes were reduced (i.e. road diet); many of these concerns were in reference to at grade train tracks with several trains per day backing up traffic [TJKM staff indicated that traffic analysis was done for peak usage - with indications that two lanes would be sufficient, but that staff would investigate further the number and timing trains to determine additional impact]
- Concern with protected bike lines necessitating cyclists to move out of the bike line for left turns
- A suggestion that sidewalks should be prioritized: specifically repair and connectivity [City staff indicated that most of the sidewalks are in the Caltrans right-of-way and the City is working with Caltrans to address ADA compliance. Staff also indicated that sidewalk repair is the responsibility of property owners but that the City is looking for ADA and Active Transportation program grants to address the issues]
- On-going concerns with ADA and pedestrian/bike improvements at the intersection of Robertson Boulevard with SR 99 [City staff indicate that some design concepts have been proposed but are likely five to ten years away]
- City staff also reminded participants that the City, MCTC, and Caltrans have been working on environmental documents for another project that would add two roundabouts with ADA improvements

Once the workshop was complete, survey questions and a recording of the workshop was added to the project website so that those unable to attend would be able to voice their opinions on the alternatives and answer the other questions presented at the workshop.

**Phase Two Survey and Website Analytics**

As of the close of the virtual workshop and on-line survey, September 15, 2020, 185 survey responses were received. Survey questions from phase two of the outreach program focused on alternatives developed in response to phase one survey results. Questions one through four asked participants whether they could support the alternative as presented or could support it with modifications. Questions five through eight asked for clarification on concerns gleaned from the first round of outreach to aid the project team in further analyzing conceptual designs. Question nine was open-ended and asked for any additional comments and concerns. No survey respondents answered this question. However, some feedback was left on the website; those comments are summarized later in this section and included at Attachment X. The presentation and survey were available in both English and Spanish. The results of the on-line survey are detailed in the graphics below and on the following pages.

**QUESTION 1**

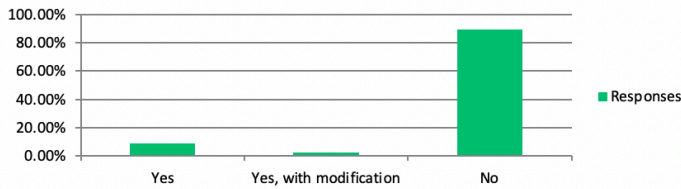


**QUESTION 2**

Based on the presentation for Alternative 2 of Segment C of Downtown Chowchilla, do you support this alternative as a potential corridor plan for SR233 - Robertson Boulevard (This alternative includes a four-lane roadway, separated bikeway, landscaped median and no on-street parking)?

Answer Choices	Responses	
Yes	8.65%	16
Yes, with modification	2.16%	4
No	89.19%	165
	<b>Answered</b>	<b>185</b>
	<b>Skipped</b>	<b>0</b>

Based on the presentation for Alternative 2 of Segment C of Downtown Chowchilla, do you support this alternative as a potential corridor plan for SR233 - Robertson Boulevard (This alternative includes a four-lane roadway,...

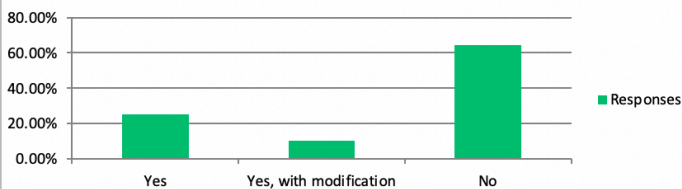


**QUESTION 3**

Based on the presentation for Alternative 3 of Segment C of Downtown Chowchilla, do you support this alternative as a potential corridor plan for SR233 - Robertson Boulevard (This alternative includes a four-lane roadway, Class II Bikeways, bulbouts, and 231 on-street parking spaces)?

Answer Choices	Responses	
Yes	25.41%	47
Yes, with modification	10.27%	19
No	64.32%	119
	<b>Answered</b>	<b>185</b>
	<b>Skipped</b>	<b>0</b>

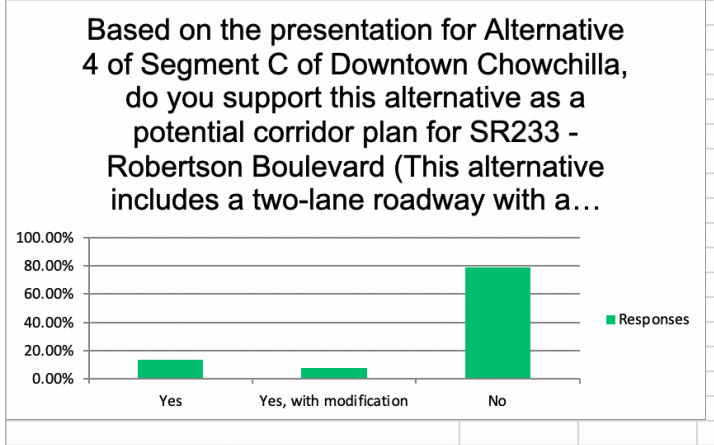
Based on the presentation for Alternative 3 of Segment C of Downtown Chowchilla, do you support this alternative as a potential corridor plan for SR233 - Robertson Boulevard (This alternative includes a four-lane roadway, Class II...



**QUESTION 4**

Based on the presentation for Alternative 4 of Segment C of Downtown Chowchilla, do you support this alternative as a potential corridor plan for SR233 - Robertson Boulevard (This alternative includes a two-lane roadway with a center two-way left-turn lane, protected bikeways, bulbouts, and 231 on-street parking spaces)?

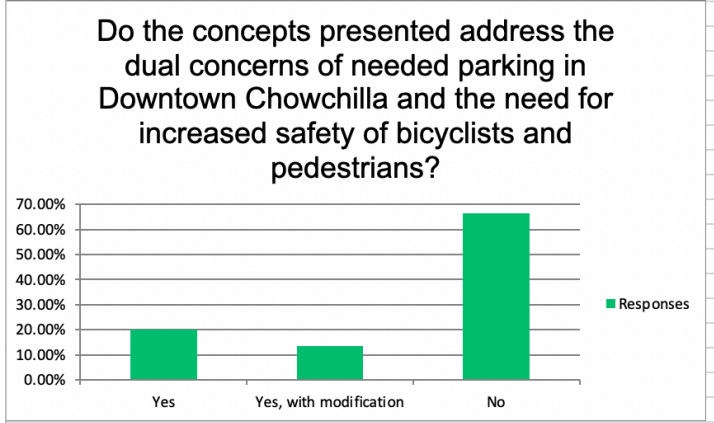
Answer Choices	Responses	
Yes	13.51%	25
Yes, with modification	7.57%	14
No	78.92%	146
	<b>Answered</b>	<b>185</b>
	<b>Skipped</b>	<b>0</b>



**QUESTION 5**

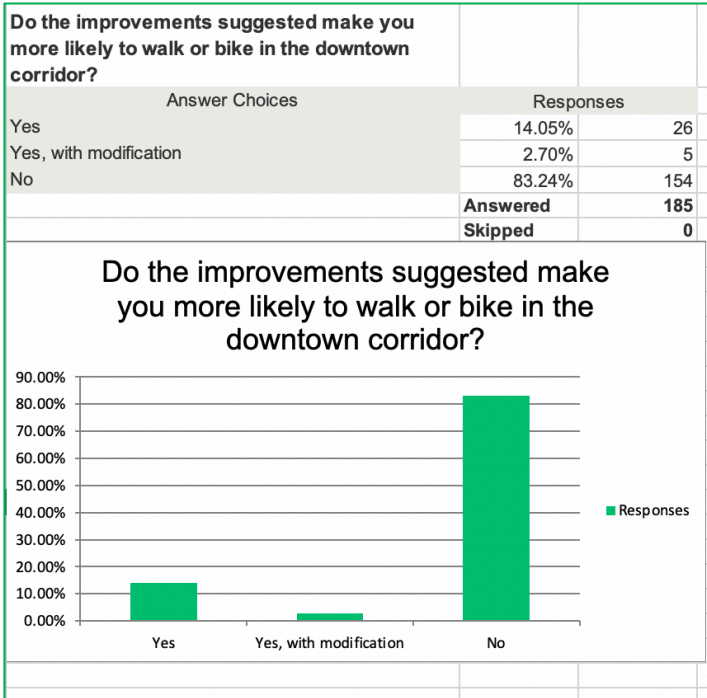
Do the concepts presented address the dual concerns of needed parking in Downtown Chowchilla and the need for increased safety of bicyclists and pedestrians?

Answer Choices	Responses	
Yes	20.00%	37
Yes, with modification	13.51%	25
No	66.49%	123
	<b>Answered</b>	<b>185</b>
	<b>Skipped</b>	<b>0</b>

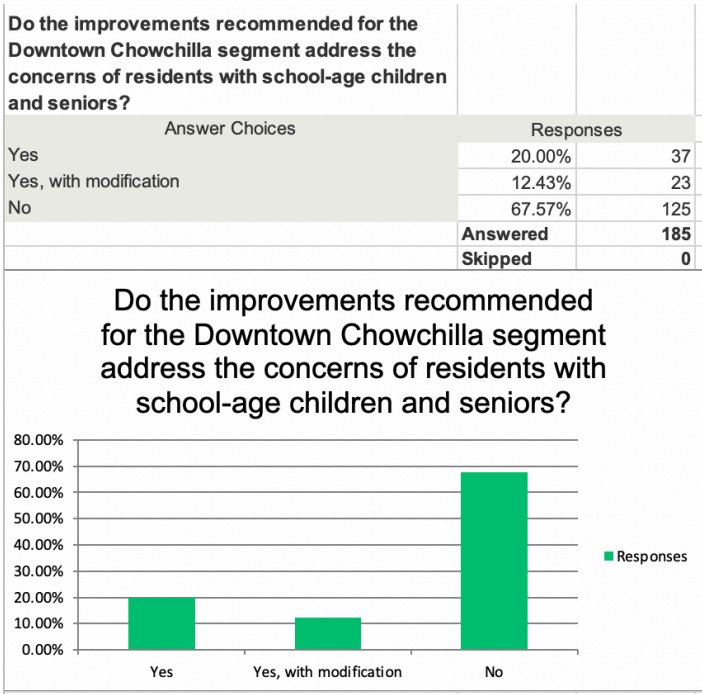




**QUESTION 6**

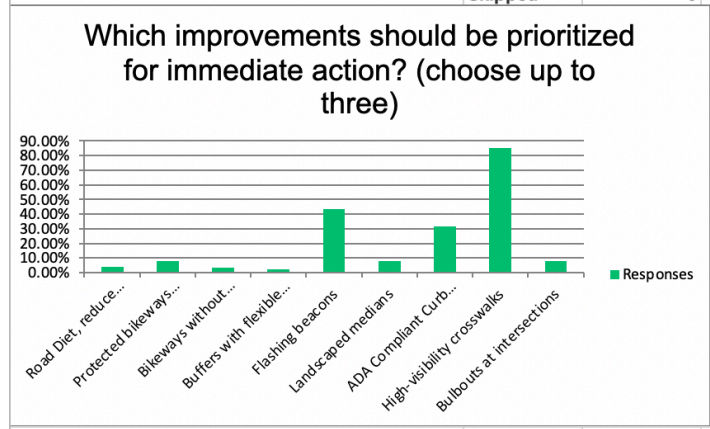


**QUESTION 7**



**QUESTION 8**

Which improvements should be prioritized for immediate action? (choose up to three)		
Answer Choices	Responses	
Road Diet, reduce travel lanes from four to two in specific locations (prioritized in the downtown area)	3.78%	7
Protected bikeways (parking protected Class IV separated bikeways)	8.11%	15
Bikeways without parking protection (Class IV separated)	3.24%	6
<b>Buffers with flexible posts</b>	2.16%	4
<b>Flashing beacons</b>	43.24%	80
Landscaped medians	8.11%	15
ADA Compliant Curb Ramps	31.35%	58
High-visibility crosswalks	85.41%	158
Bulbouts at intersections	8.11%	15
	<b>Answered</b>	<b>185</b>
	<b>Skipped</b>	<b>0</b>



In examining the survey results, there is not majority support for any of the alternatives; however, Alternatives 3 and 4 received the most “yes” and “yes, with modifications” submissions, with combined 35.68% and 21.08% respectively. Judging by comments at the workshop, stakeholder group, and those received from the website during the survey, concerns about congestion in the downtown area at peak travel times (especially with the potential bottlenecks from the at-grade train crossing), potential loss of parking, and lack of support for a median solution are driving these choices.

About a third of respondents felt that the concepts addressed the dual concerns of needed parking and the need for increased safety of bicyclists (answered either “yes” or “yes with modifications.” This is in keeping with support for Alternatives 3 & 4, which preserve the greatest amount of downtown parking. Again, about a third of respondents thought the alternatives addressed both the concerns of school-age children and seniors. Approximately 17% of respondents indicated they would bike or walk more in the corridor with the proposed corridor safety solutions - this response would be expected given the low baseline of residents that currently walk or bike in the area.

Finally, when asked about prioritizing improvements for early action, there were three distinct choices over and above all others:

- High-visibility crosswalks (85.41%)
- Flashing crossing beacons (43.24%)
- ADA curb-ramps (31.35%)

While, there was some support to each of the individual solutions presented, the least favored improvements were:

- Separated bikeways without parking protection (3.24%)
- Road Diet: reduction in travel lanes from 4 to 2 (3.78%)

The rest of the suggested improvements: parking protected separated bikeways, bulb-outs at intersection, and landscaped medians all received 8.11% favorable support.

The issues with the alternatives cited in the website comments section can be broadly summarized as:

- The roadway is fine as is and does not require improvement; money should be spent housing production or economic development
- Focus efforts on the SR 99 / Robertson Blvd intersection/interchange
- Bicycle infrastructure improvements are not needed as there are no convenient destinations and it is often too hot for bicycling; medians would impede turning movements
- A need to include complete curbs and gutters along the corridor

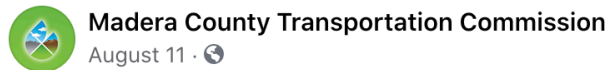
Comments are included in their entirety as an attachment.



### Eblasts & Social Media Outreach

Prior to the workshop date, various social media banners were distributed to the project team and community partners for distribution on their own social media platforms, including Facebook, LinkedIn, Twitter, and Instagram. Banners were produced in both English and Spanish.

Concurrently, flyers were placed on the project website, announced by the City of Chowchilla in their newsletter, and promoted by other stakeholders through their regular communication channels.



Join us for an online community workshop to comment on potential upcoming improvements designed to make the SR 233/Robertson Boulevard safer for all modes of transportation. More information is detailed in the English and Spanish flier posted below.

Emails were sent to 72 individuals on August 11th and August 18th; the database included anyone that had previously attended a workshop or filled out a survey as long as an email address was provided.



Once the workshop concluded the evening of August 18 and all materials were available on the website, follow-up emails were sent to the same database on August 28 and September 8, 2020. Between 30% and 50% of emails were opened, and website traffic indicates increases in traffic around the dates

11

2 Comments 4 Shares

of the email communications. Email examples are included below.

Thank-you for your input on potential improvements for SR 233/Robertson Blvd! Please join us for a second workshop to view new corridor designs. On behalf of the project team working with the City of Chowchilla and the Madera County Transportation Commission (MCTC) we are sharing new information about an important planning study seeking to improve transportation options (for autos, trucks, bicycles & pedestrians) on Robertson Blvd / SR233 through Chowchilla. Additional information and previous presentations can be found on the project website here: <https://www.chowchillacorridorplan.com>.

**Virtual Workshop Survey Closes September 15!**  
**If you missed our August 18th workshop, you can still tell us what you think of new designs for the SR233/Robertson Blvd corridor!**  
Visit the project webpage at <https://www.chowchillacorridorplan.com> to see potential designs to improve safety for all users, view our presentation from the workshop and a recording of the event - then take our survey!  
On behalf of the project team working with the City of Chowchilla and the Madera County Transportation Commission (MCTC) we thank-you for your previous willingness to share your thoughts and ideas. Let us show you how we've responded to your feedback. Your help with this important planning study seeking to improve transportation options (for autos, trucks, bicycles & pedestrians) on Robertson Blvd / SR233 through Chowchilla is sincerely appreciated.

**COMMUNITY WORKSHOP #2**  
BASED ON COMMUNITY COMMENTS, WE'VE PROPOSED NEW DESIGNS FOR SR233/ROBERTSON BLVD. PLEASE JOIN US AND TELL US WHAT YOU THINK!  
**Tuesday, August 18, 2020 5:00 p.m. - 7:00 p.m.**  
Virtual Meeting On-Line Via Zoom  
Zoom Link: <https://zoom.us/j/93315858499> or  
Join by Phone: +1 669 900 6833 Meeting ID: 933 1585 8499

**COMMUNITY WORKSHOP #2**  
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Join by Phone: +1 669 900 6833 Meeting ID: 933 1585 8499

**TALLER DE COMUNIDAD #2**  
BASADO EN COMENTARIOS RECIBIDOS, HEMOS PROPUESTO NUEVOS DISEÑOS PARA EL BULEVAR ROBERTSON. POR FAVOR, ¡UNETE A NOSOTROS Y DINOS QUE PIENSAS!  
**El Martes 18 de Agosto, 2020 5:00 p.m. - 7:00 p.m.**  
Reunión Virtual en Línea  
Zoom Link: <https://zoom.us/j/93315858499> o  
Por Teléfono: +1 669 900 6833 ID de Reunión: 933 1585 8499

**TALLER PARA LA COMUNIDAD #2**  
BASADO EN COMENTARIOS RECIBIDOS, HEMOS PROPUESTO NUEVOS DISEÑOS PARA EL BULEVAR ROBERTSON. POR FAVOR, ¡UNETE A NOSOTROS Y DINOS QUE PIENSAS!  
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Reunión Virtual en Línea  
Zoom Link: <https://zoom.us/j/93315858499> o  
Por Teléfono: +1 669 900 6833 ID de Reunión: 933 1585 8499

Share Tweet Forward

Website analytics indicate 340 visits by 288 unique visitors between August 5 and September 2, with traffic increasing substantially between the day of the workshop, August 18 and the close of the survey on September 15. Overall, in the four weeks between those two dates, 678 unique individuals visited the website a total of 805 times.



## NEXT STEPS

The project team will synthesize all of the public and stakeholder outreach, update technical work as indicated to include any additional information as required to address issues or concerns identified, finally, to assess design concepts and solutions against metrics that will help prioritize projects against the overall project goals of equity, mobility/connectivity, safety, air quality benefits (sustainability), costs/ease of implementation (efficiency), and consistency with other city or county-level planning documents.

Once all the technical analysis is complete, final recommendations on corridor designs, individual prioritized solutions, and a summary of potential funding sources will be presented in a draft report for further stakeholder and public review.



**STAFF REPORT**  
Board Meeting of October 21, 2020

**AGENDA ITEM:** 5-E  
**PREPARED BY:** Jeff Findley, Principal Regional Planner

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**SUBJECT:**

California Transportation Plan (CTP) 2050 Comment Letter

**Enclosure:** Yes

**Action:** Authorize Chair signature and submission of comment letter

**SUMMARY:**

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

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

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

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

MCTC has prepared a draft comment letter for the Draft CTP 2050 and is enclosed for your review and approval.

**FISCAL IMPACT:**

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





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Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328  
Website: [www.maderactc.org](http://www.maderactc.org)

October 22, 2020

Mr. David Kim, Secretary  
California State Transportation Agency  
915 Capitol Mall, Suite 350 B  
Sacramento, CA 95814

Attention: Deputy Secretary Darwin Moosavi

RE: Draft California Transportation Plan 2050

Dear Secretary Kim:

The Madera County Transportation Commission (MCTC) is providing comments on the Draft California Transportation Plan 2050 (CTP 2050). MCTC acknowledges and appreciates your efforts and the efforts of Governor Newsom’s administration to work with us in crafting a strategy that reduces the negative impacts of greenhouse gas (GHG) emissions while respecting the challenges faced in the Madera Region. We also, like you, want to advance economic development in the San Joaquin Valley for the betterment of our communities and our residents.

MCTC continues to be a part of the effort in this State to reduce greenhouse gas emissions. We have adopted two rounds of Sustainable Community Strategies that demonstrate the ability to meet targets for GHG emission reductions set by the California Air Resources Board. MCTC also participates in programs designed to reduce not only harmful air pollutants, but greenhouse gas emissions. Public transit infrastructure, zero emission vehicles, work from home, and active transportation opportunities are just a part of our efforts to make a difference.

MCTC encourages the State to maximize the use of technology strategies to combat GHG emissions. California has been successful in its efforts to reduce air pollution emissions through this strategy and it should be used as a model for GHG emissions reductions. This would involve the encouragement of alternatives to the internal combustion engine, investments in infrastructure such as charging stations, autonomous vehicle enabling strategies, near and zero emission vehicles etc. The Governor’s recent Executive Order is one that advances the argument for technological change in our approach to GHG emission reductions, and a thoughtful reexamination of the question of VMT reductions and its efficacy should be undertaken immediately.

MCTC will team with the State to manage VMT efforts to minimize the negative impacts on rural areas; areas that struggle economically compared to the State as a whole, and on populations that have historically struggled to share in the economic prosperity of California. VMT reduction cannot negatively impact areas attempting to grow jobs and increase the quality of life in the Madera Region.

Our long-range planning metrics need to recognize the diminishing value of VMT in light of a successful technology approach. We must realistically assess the marginal improvements in VMT to be gained through incremental land use changes.

MCTC requests the State to:

- ✓ Continue its emphasis on the widening of Highway 99 in the San Joaquin Valley to three lanes in each direction.
- ✓ Continue to promote highway improvements that expand the capacity to handle goods movement activity in the San Joaquin Valley such as truck lanes.
- ✓ Invest in roadway widening projects that improve the operation, safety, and management of traffic on heavily congested corridors to address long distance commutes, freight movement and rural agricultural travel needs.
- ✓ Invest in short haul rail lines and teaming that effort for enhanced passenger rail service.
- ✓ Invest in public transit services that enhance mobility and meet the social equity needs of our small town and rural populations.

Caltrans should provide clarification on how the CTP 2050 can be used in tandem with RTPs to achieve State goals. This includes a more detailed description of how the CTP 2050 is different from RTPs, including a list of all planning assumptions within the CTP 2050 that cannot be included in an RTP.

The CTP 2050 lacks a “fiscal constraint” analysis. In contrast, an RTP estimates each revenue source over the 20 year planning period. MCTC is in a non-attainment area and cannot add a strategy to its plan without identifying adequate funding to support it. The Federal Clean Air Act requires this kind of “conformity” to assure that the anticipated improvements in air quality will materialize.

The CTP 2050 is also not subject to environmental review under the California Environmental Quality Act (CEQA). RTPs are required to review alternatives and identify all adverse environmental impacts that require feasible mitigation measures.

We wish to conclude with an encouragement for an aggressive approach to technological solutions to address GHG reductions and to carefully and cautiously consider VMT management strategies. It is MCTC’s conclusion that a State investment strategy that eschews improvements such as widening and operational improvements will negatively impact the Madera Region.

Mr. David Kim. Secretary  
October 22, 2020  
Page 3

Please contact Patricia Taylor, Executive Director if you have any questions at [patricia@maderactc.org](mailto:patricia@maderactc.org) or (559) 675-0721.

Sincerely,

Max Rodriguez, Chair  
Madera County Transportation Commission





**STAFF REPORT**  
Board Meeting of October 21, 2020

**AGENDA ITEM:** 5-F

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

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**SUBJECT:**

Senate Bill 1 Sustainable Transportation Planning Grants – Project Updates

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. This legislative package invests \$54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds will be split equally between state and local investments. See where the money is going.

A portion of these funds (\$25 million annually) have been made available for local or regional level planning activities. Sustainable Communities grants are intended for regional multi-modal transportation and land use planning projects which support regional sustainable community strategies and help achieve California's greenhouse gas reduction targets. Grants are awarded both competitively and by formula to eligible projects.

Beginning in July of 2020, MCTC Staff began working on two new SB-1 Planning Projects: The Madera County Project Prioritization Study and State Route 41/Avenue 9 Sustainable Corridor Study

*Madera County Project Prioritization Study*

The Madera County Project Prioritization Study will 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.

The project is currently in a data collection stage. Project information is being collected from a variety of sources including local, regional, and state plans. Measures are being taken to identify new projects not currently in existing plans including public and stakeholder surveying and utilization of travel forecasting tools. This stage of the project will conclude with the creation of a detailed project database then move on to prioritization activities.

#### *State Route 41/Avenue 9 Sustainable Corridor Study*

Fresno Council of Governments, in partnership with MCTC, 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.

Thus far data has been gathered from an array of local, regional, or state plans focused on the corridor. The project development team is currently preparing to roll out public outreach tools to survey the values and needs of the differing areas of the study area to better establish a sustainable vision for the future of the corridor.

#### **FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of October 21, 2020

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

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**SUBJECT:**

Madera Amtrak Station Draft Initial Study/Mitigated Negative Declaration

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The San Joaquin Joint Powers Authority (SJPA) acting as lead agency under the California Environmental Quality Act (CEQA), has prepared a Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Madera Station Relocation Project. Written comments on the Draft Initial/ Mitigated Negative Declaration will be accepted from October 14, 2020 through November 16, 2020. The Draft IS/MND and other details on the project can be found on the following website: [sjpa.com/madera-station-relocation-project](http://sjpa.com/madera-station-relocation-project).

SJPA staff will hold two public meeting via online webinars on November 5, 2020 to provide information on the Project and to provide the opportunity for public input.

Webinar #1 November 5th (10:30am – 12:00 pm)

When: Nov 5, 2020 10:30 AM Pacific Time

Topic: Madera Station Relocation - Public Webinar

<https://zoom.us/j/93721489031>

Webinar #2 November 5th (6:00pm – 7:30 pm)

When: Nov 5, 2020 06:00 PM Pacific Time

Topic: Madera Station Relocation - Public Webinar

<https://zoom.us/j/95067310654>

Note: The links above will only provide access to the Zoom meeting when the webinar begins.

Public comments can be provided in the following ways:

- E-mail comments to [MaderaStationComments@sjjpa.com](mailto:MaderaStationComments@sjjpa.com)
- Submit using form at the bottom of this webpage: [sjjpa.com/madera-station-relocation-project](http://sjjpa.com/madera-station-relocation-project)
- By Mail to: San Joaquin Joint Powers Authority  
Attn: Madera Station Relocation Project  
949 East Channel Street  
Stockton, CA 95202

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of October 21, 2020

**AGENDA ITEM:** 7-H

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

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**SUBJECT:**

Executive Minutes – September 23, 2020

**Enclosure:** Yes

**Action:** Approve Minutes

**SUMMARY:**

Attached are the Executive Minutes for the September 23, 2020 Policy Board Meeting.

**FISCAL IMPACT:**

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

## MADERA COUNTY TRANSPORTATION COMMISSION

### EXECUTIVE MINUTES

**Date:** September 23, 2020

**Time:** 3:01 pm

**Place:** MCTC Conference Room

#### GoToWebinar

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

**Members Absent:** None

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

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

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

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



No public comment.

## MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

### 4. TRANSPORTATION CONSENT ITEMS

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

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

**Action:** Information and Discussion Only

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

**Action:** Information and Discussion Only

- C. Caltrans FY 2011-22 Sustainable Transportation Planning Grants

**Action:** Information and Discussion Only

- D. Short Line Rail Improvement Program Call for Projects

**Action:** Information and Discussion Only

- E. California Transportation Plan (CTP) 2050

**Action:** Information and Discussion Only

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

**Action:** Information and Discussion Only

#### Transportation Consent Calendar Action on Items A-F.

Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Waseem Ahmed to approve Transportation Consent Calendar Items A-F. A vote was called, and the motion carried.

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

**5. TRANSPORTATION ACTION/DISCUSSION ITEMS**

- A. California Transportation Commissioner, Lee Ann Eager – Meet and Greet  
California Transportation Commissioner, Lee Ann Eager was introduced to the Policy Board and Staff via GoToWebinar.  
**Action:** Information and Discussion Only
- B. Madera County Travel Demand Model Update  
Dylan Stone, MCTC Principal Regional Planner and Lawrence Liao, President of Elite Transportation Group gave a brief update on the Madera County Travel Demand Model.  
**Action:** Information and Discussion Only
- C. Explore Formation of a Council of Governments (COG) for the Madera Region  
Bill Higgins from CALCOG, gave a presentation regarding the pros and cons of becoming a COG.  
**Action:** Direct staff to explore further with counsel and local jurisdictions
- D. September 2020 Valley Voice Trip, Washington D.C.  
Commissioner Robert Poythress and Executive Director Patricia Taylor provided a summary of the 2020 Valley Voice D.C. Trip via Zoom.  
**Action:** Information and Discussion Only

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

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

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

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

**7. ADMINISTRATIVE CONSENT ITEMS**

- A. Approval of Executive Minutes of the July 22, 2020 Regular Meeting  
**Action:** Approve Minutes of the July 22, 2020 Regular Meeting

- B. Transportation Development Act (STA) – Apportionment, Resolution 20-05  
**Action:** Approve STA Resolution 20-05 Amendment No. 1
- C. Transportation Development Act (LTF, STA) – Allocation, Resolution 20-08 Amendment No. 1, Resolution 20-09 Amendment No. 1  
**Action:** Approve Resolution 20-08 Amendment No. 1 Resolution 20-09 Amendment No. 1
- D. Transportation Development Act (TDA) Fund Compliance Audit Report for Fiscal Year ended June 30, 2019: City of Madera  
**Action:** Accept TDA Compliance Audit Report
- E. Triennial Performance Audit Request for Proposals (RFP)  
**Action:** Authorize release of RFP
- F. Planning, Programming, and Monitoring (PPM) Fund Transfer Agreements – Resolution 20-12  
**Action:** Approve Resolution 20-12

**Administrative Consent Calendar Action A-F**

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

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

**8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

- A. FY 2020-21 Overall Work Program & Budget – Amendment No. 1  
**Action:** Approve OWP & Budget – Amendment No. 1

Upon motion by Commissioner Brett Frazier, seconded by Commissioner Andy Medellin to approve OWP & Budget – Amendment No. 1

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

## MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

### 9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

- A. Measure T Citizens' Oversight Committee Annual Report

**Action:** Information and Discussion Only

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

**Action:** Information and Discussion Only

#### **Authority Administrative Consent Calendar Action on Items A-B.**

Upon motion by Commissioner Andy Medellin, seconded by Commissioner Waseem Ahmed to approve 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 Brett Frazier – Yes  
Commissioner Waseem Ahmed - Yes  
Vote passed 6-0

### 10. AUTHORITY – ACTION/DISCUSSION ITEMS

- A. Measure T FY 2020-21 Annual Work Program

Representatives from each local agency provided a presentation to the Policy Board of their Measure T projects.

**Action:** Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Waseem Ahmed to approve the 2020-21 Measure "T" Annual Work Program and the disbursement of interest earned through June 30, 2020. A vote was called, and the motion carried.

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

## OTHER ITEMS

### 11. MISCELLANEOUS

A. Items from Caltrans

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

B. Items from Staff

Patricia Taylor, Executive Director, provided an update to the Policy Board on the House approving a short-term bill to avoid shut down, which includes a one-year extension of Fixing America's Surface Transportation Act (FAST Act).

C. Items from Commissioners

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

**12. CLOSED SESSION**

None

**13. ADJOURNMENT**

Meeting adjourned at 5:30 p.m.

Next meeting scheduled for Wednesday, October 21, 2020

Respectfully Submitted,



Patricia S. Taylor  
Executive Director  
Madera County Transportation Commission