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Meeting of the  
Madera County Transportation Commission  
Policy Board Meeting

**LOCATION**

**Madera County Board Chambers  
200 West 4<sup>th</sup> Street, 1<sup>st</sup> Floor  
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**

March 23, 2022

**TIME**

3:00 PM

**Policy Board Members**

Commissioner Tom Wheeler, Chair	Madera County Supervisor
Commissioner Diana Palmer, Vice Chair	Councilmember, City of Chowchilla
Commissioner Cecelia Gallegos	Councilmember, City of Madera
Commissioner Jose Rodriguez	Councilmember, City of Madera
Commissioner Brett Frazier	Madera County Supervisor
Commissioner Robert Poythress	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**

The meeting of March 23, 2022 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 5, as adopted by the Madera County Transportation Commission Policy Board on February 22, 2022. The meeting will be conducted through a hybrid combination of in-person and/or all virtual attendance of the six members of the Policy Board and invited staff at the **Madera County Board Chambers, 200 West 4<sup>th</sup> Street, 1<sup>st</sup> Floor, Madera, California 93637** and via teleconference using the GoToWebinar platform. Public is highly encouraged using the virtual platform via a computer, tablet, or smartphone.

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

**<https://attendee.gotowebinar.com/register/6484902409921364751>**

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

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

**1 (951) 384-3421 or 1 (866) 901-6455 (Toll Free)**

**Access Code: 947-391-988**

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 ext. 7. Comments will be shared with the Policy Board and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

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

public; or (2) if service cannot be restored quickly, the meeting shall stop, no further action shall be taken on the remaining agenda items and notice of the continued meeting will be provided.

## **AGENDA**

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

## **INTERPRETING SERVICES**

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

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

## **MEETING CONDUCT**

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

## **RECORD OF THE MEETING**

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

## Agenda

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

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

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

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

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

4-A. Unmet Transit Needs Update

**Enclosure:** Yes

**Action:** Information and Discussion Only

4-B. Social Services Transportation Advisory Council (SSTAC) Member Appointment

**Enclosure:** Yes

**Action:** Appoint Olga Olivia Saucedo-Garcia to the Social Service Transportation Advisory Council, representing Local Service Provider for Seniors

4-C. Transformative Climate Communities (TCC) Round 4

**Enclosure:** No

**Action:** Information and Discussion Only



4-D. Interregional Corridor Stakeholder Meeting – Central Valley North/South Interregional Corridor

**Enclosure:** No

**Action:** Information and Discussion Only

4-E. FY 2022 Grants for Buses and Bus Facilities Program and Low or No Emission Grant Program

**Enclosure:** No

**Action:** Information and Discussion Only

4-F. Low Carbon Transportation Operations Program (LCTOP) List of Projects FY 2021-22

**Enclosure:** Yes

**Action:** Approve LCTOP List of Projects, Resolution 22-02

4-G. 2022 San Joaquin Valley Blueprint Awards Call for Nominations

**Enclosure:** No

**Action:** Information and Discussion Only

4-H. Letter of Support – DRAFT California High Speed Rail Authority Business Plan

**Enclosure:** Yes

**Action:** Approve submittal of letter

4-I. Madera County Short Range Transit Plan FY 2022/2023 to 2026/2027

**Enclosure:** No

**Action:** Approve Final Madera County Short Range Transit Plan FY 2022/2023 to 2026/2027 by Resolution 22-03

4-J. Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 6

**Enclosure:** Yes

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 6

## 5. **TRANSPORTATION ACTION/DISCUSSION ITEMS**

5-A. 2022 State Transportation Improvement Program (STIP) and SR 99 Summit Update

**Enclosure:** Yes

**Action:** Information and Discussion Only

5-B. AB 285 Report – California Transportation Assessment

**Enclosure:** Yes

**Action:** Direct staff to prepare a comment letter addressed to the California Strategic Growth Council on the California Transportation Assessment (AB 285 Report) and encourage the local jurisdictions to submit a comment letter

5-C. State Legislative Update: Status on Current Legislation

**Enclosure:** Yes

**Action:** Direction may be provided

5-D. San Joaquin Valley Regional Policy Council – Valley Voice, Sacramento

**Enclosure:** Yes

**Action:** Information and Discussion Only

5-E. San Joaquin Valley 2022 Policy Conference – The Road Ahead

**Enclosure:** No

**Action:** Information and Discussion Only

5-F. 2022 Regional Transportation Plan and Sustainable Communities Strategy Outreach Information

**Enclosure:** No

**Action:** Information and Discussion Only

## MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

**7. ADMINISTRATIVE CONSENT ITEMS**

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

7-A. Executive Minutes – February 23, 2022

**Enclosure:** Yes

**Action:** Approve February 23, 2022, meeting minutes

7-B. Transportation Development Act (LTF) – Allocation, Resolution 20-08

Amendment No. 4

**Enclosure:** Yes

**Action:** Approve Resolution 20-08 Amendment No. 4

**8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

8-A. FY 2021-22 Overall Work Program & Budget – Amendment No. 3

**Enclosure:** Yes

**Action:** Approve OWP & Budget – Amendment No. 3

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

**9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS**

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

9-A. FY 2022-23 Measure T Estimated Allocations

**Enclosure:** Yes

**Action:** Information and Discussion Only

9-B. Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 6

**Enclosure:** Yes

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 6

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

**NONE**

**OTHER ITEMS**

**11. MISCELLANEOUS**

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

**12. CLOSED SESSION**

**NONE**

**13. ADJOURNMENT**

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



**STAFF REPORT**  
Board Meeting of March 23, 2022

**AGENDA ITEM:** 4-A

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

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**SUBJECT:**

Unmet Transit Needs Update

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The State Transportation Development Act (TDA) requires that the MCTC Policy Board determine that public transportation needs within Madera County will be reasonably met in FY 2022-23 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 comments letter was mailed in February 2022.

The Social Service Transportation Advisory Council (SSTAC) normally meets prior to the Unmet Transit Needs hearing held annually by the Madera County Transportation Commission (MCTC). This year, the Unmet Transit Needs hearing will be held on **April 20, 2022, at 3:00 PM** using a hybrid format. GoToWebinar and in-person testimony will be available during MCTC's Board Meeting. After the Public Hearing, the SSTAC will meet again.

**PUBLIC HEARING:** April 20, 2022, at 3:00 PM

**GoToWebinar:** [Unmet Transit Needs Public Hearing](#)

After registering, you will receive a confirmation email containing information about joining the webinar. If participating via telephone only, comments can be submitted via email [publiccomment@maderactc.org](mailto:publiccomment@maderactc.org) or by calling 559-675-0721 ext. 7.

**In person:** Madera County Board Chambers, 200 West 4th Street, 1st Floor Madera, California 93637.

**SSTAC MEETINGS:**

The first SSTAC meeting will: Define the roles and responsibilities of the SSTAC, discuss transit agency updates, potential transit needs, quarterly meetings for Fiscal Year 2022-2023, SSTAC

member vacancies, and the SSTAC will continue reviewing the proposed definition for “unmet transit needs”.

The second SSTAC meeting will: Review and evaluate comments received by the MCTC during the annual “Unmet Needs Public Hearing”; appoint representatives from the SSTAC to attend the May 18, 2022, MCTC board meeting; recommend action by the MCTC Policy Board for Madera County which finds by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet; advise the MCTC on any other major transit issues; and make a recommendation about the definition of an unmet transit need.

The SSTAC will make their recommendations to the MCTC Policy Board at the May 18, 2022, meeting. The MCTC Policy Board will adopt by resolution a finding for Madera County.

MCTC staff encourages the public to submit their unmet transit needs comments via the unmet transit needs survey, email, mail, by phone, or in person. MCTC staff will present each comment to the Board of Commissioners during the April 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 has been printed in the local newspapers, and fliers will be distributed via social media, buses, and throughout the community publicizing the hearing. The flier has been included in the agenda packet.

#### **WORKSHOPS:**

In-person workshops are also being planned to inform the community. During the workshops, staff will educate the public about the unmet transit needs process and collect comments. The dates and locations will be posted on our website, social media, and buses. An on-line workshop has been scheduled on: **March 29, 2022, from 6:00-7:00 PM**. Use the following link to access the workshop:

[Unmet Transit Needs Workshop](#)

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

United States: [+1 \(872\) 240-3311](tel:+1(872)240-3311)

**Access Code:** 981-876-061

#### **FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



# UNMET TRANSIT NEEDS

## Public Comment Process

There will be a PUBLIC HEARING on Wednesday, April 20, 2022 at 3:00 pm at the Madera County Board Chambers at 200 West 4th St, 1st Floor, Madera CA 93637 for public comments on public transit needs in Madera County.

**Please register here to participate virtually:**

**<https://attendee.gotowebinar.com/register/1681053644796044048>**

If you wish to call in, you will be in listen only mode unless you register and join online. Listen only phone:

213-929-4221

877-309-2074 (toll free)

Access code: 657-098-138

To participate via telephone only,  
submit comments via email to  
**[publiccomment@maderactc.org](mailto:publiccomment@maderactc.org)** or  
call 559-675-0721 ext. 7

Attendance is not mandatory for participation. If you are unable to attend the GoToWebinar hearing, please send written comments to:

2001 Howard Road, Suite 201  
Madera, CA 93637

Or email: [evelyn@maderactc.org](mailto:evelyn@maderactc.org)

Or call: 559-675-0721 ext. 5





# NECESIDADES DE TRÁNSITO NO SATISFECHAS

## Proceso de comentario público

Habrà una AUDIENCIA PÚBLICA el miércoles 20 de abril de 2022 a las 3:00 p. m. en las Cámaras de la Junta del Condado de Madera en 200 West 4th St, 1st Floor, Madera CA 93637 para comentarios públicos sobre las necesidades de transporte público en el Condado de Madera.

**Regístrese aquí para participar virtualmente:**

**<https://attendee.gotowebinar.com/register/1681053644796044048>**

Si desea llamar, estará en modo de solo escuchar a menos que se registre y se una en línea. Para solo escuchar:

213-929-4221

877-309-2074 (gratuito)

Código de acceso 657-098-138

Para participar solo por telefono, envíe comentarios a:

**[publiccomment@maderactc.org](mailto:publiccomment@maderactc.org)** o

llame al 559-675-0721 ext. 7

Ir en persona no es obligatorio para participar. Si no puede asistir a la audiencia de GoToWebinar, envíe sus comentarios por escrito a:

2001 Howard Road, Suite 201

Madera, CA 93637

O correo: [evelyn@maderactc.org](mailto:evelyn@maderactc.org)

Or llame: 559-675-0721 ext. 5







**STAFF REPORT**  
Board Meeting of March 23, 2022

**AGENDA ITEM:** 4-B

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

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**SUBJECT:**

Social Services Transportation Advisory Council (SSTAC) Member Appointment

**Enclosure:** Yes

**Action:** Appoint Olga Olivia Saucedo-Garcia to the Social Service Transportation Advisory Council, representing Local Service Provider for Seniors

**SUMMARY:**

The Madera County Transportation Commission received an application for the Social Services Transportation Advisory Council (SSTAC) for the following vacancy:

- Representative of Local Social Service Provider for Seniors

Recommended Appointment:

Olga Olivia Saucedo-Garcia, Community Services Coordinator/Planning Assistant, representing the City of Madera Senior Services Division. She would like to continue addressing all needs of the senior population, including transportation. She has been an employee with the City of Madera for over 20 years.

Staff recommends that the MCTC Policy Board approve Olga Olivia Saucedo-Garcia's application to join the SSTAC. The term of appointment shall be for three years and may be renewed.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



MADERA COUNTY TRANSPORTATION COMMISSION
Application for Appointment as member of
Solicitud de nombramiento como miembro del
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL
Consejo Asesor de Transporte de Servicios Sociales (SSTAC)

DATE/ FECHA: March 15, 2022

NAME/NOMBRE: Olga Olivia Saucedo-Garcia

HOME ADDRESS/DIRECCION: Street/ Calle City/ Ciudad Zip Code/ Código Postal

WORK ADDRESS/ DIRECCION DE EMPLEO: Street/ Calle City/ Ciudad Zip Code/ Código Postal

PHONE/ TEL: Home/Casa: Cell: Work/Empleo:

EMAIL/ Correo electrónico: ogarcia@madera.gov

Request to Represent/ Solicitud para representar:

- Potential Transit User 60 Years or Older/ Usuario potencial de transporte público
[X] Local Social Service Provider for Seniors/ Proveedor local de servicios sociales para personas mayores
Potential Transit User Who Is Disabled/ Usuario potencial de transporte público que esta deshabilitado
Representative of the Local Service Provider for Disabled/ Representante del proveedor de servicios locales para discapacitados
Representative of a Local Service Provider for Persons of Limited Means/ Representante de un proveedor de servicios locales para personas de recursos limitados
Representative from the Local Consolidated Transportation Service Agency/ Representante de la Agencia de Transporte Consolidado Local

Describe why you wish to serve as a member on the Social Services Transportation Advisory Council.
(Use additional space if needed) /Describa por qué desea ser miembro del Consejo Asesor de Transporte de Servicios Sociales. (Use espacio extra si lo necesita)

The City of Madera Senior Services Division would like to continue to address all needs of our senior population which includes transportation

Provide any additional information you believe will be helpful during the applicant review process.
(Use additional space if needed). Proporcione cualquier información adicional que considere útil durante el proceso de revisión de su solicitud. (Use espacio extra si lo necesita)

I have been an employee for the City of Madera for 20+ years

Signature/ Firma: [Handwritten Signature]



**STAFF REPORT**  
Board Meeting of March 23, 2022

**AGENDA ITEM:** 4-C  
**PREPARED BY:** Evelyn Espinosa, Associate Regional Planner

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**SUBJECT:**

Transformative Climate Communities (TCC) Round 4

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The Transformative Climate Communities (TCC) Program is part of the State's Fiscal Year 2021-22 Budget (Senate Bill 170), which funds ambitious measures to build climate adaptation and resilience through planning, research, capacity building, restoration, and sustainable infrastructure. The TCC program aims to fund the development and implementation of neighborhood-level transformative climate community plans that include multiple, coordinated greenhouse emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities. Round 4 guidelines were adopted on February 24, 2022 and can be found [here](#).

TCC Round 4 Timeline:

- March 18, 2022: Application Workshop for Unincorporated Communities and Rural Communities, 2:00-3:30 p.m.
- March 18, 2022: Application Workshops for Tribal Communities (attendance limited to tribes and tribal-serving organizations), 10:00-11:30 a.m.
- March 25, 2022: **Requests for Application Technical Assistance Due**. Use this [link](#) to request application
- April 22, 2022: Application Pre-Proposals due
- July 1, 2022: Final Application due
- October 2022: Round 4 TCC Awards adopted by Council

All applicants interested in an Implementation Grant are **required** to fill out the TA survey indicating their interest by **March 25, 2022**. While various communities are eligible to apply for TCC Planning Grants, state-funded third-party technical assistance is only available to Planning Grant Applicants from tribal communities and disadvantaged unincorporated communities. Planning Grant Applicants from these communities are **required** to fill out the survey indicating interest by **March 25, 2022**, as well. For more information visit the program

[webpage](#). As part of TCC's resources, a [mapping tool](#) is available to applicants. Please reach out to [tcc@sgc.ca.gov](mailto:tcc@sgc.ca.gov) with any questions.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of March 23, 2022

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

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**SUBJECT:**

Interregional Corridor Stakeholder Meeting – Central Valley North/South Interregional Corridor

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The Caltrans Divisions of Transportation Planning and Rail and Mass Transit are hosting a stakeholder meeting to discuss the needs of the Bay Area - Los Angeles Corridor. This corridor is one of the 11 Strategic Interregional Corridors identified in the [2021 Interregional Transportation Strategic Plan \(ITSP\)](#).

The purpose of this stakeholder meeting is to identify the interregional travel needs of this corridor including passenger rail, intercity transit, complete streets, public health, climate change resilience, and highway management needs. Your input on these needs will be included in the 2022 ITSP Addendum and will help guide future investment along this corridor.

While most of the meeting is dedicated to hearing about your needs along this corridor, the agenda will include presentations on the Draft 2022 California State Rail Plan (CSRP), and the California State Bicycle and Pedestrian Plan (CSBPP) Progress Report. Currently, a draft of the 2022 CSRP has been submitted to the Caltrans Director for approval and will be undergoing a public review and comment period prior to final release later in 2022. The CSBPP Progress Report will track California's progress since the adoption of Towards an Active California in 2017. The Progress Report will highlight active transportation successes and current efforts, and will seed ideas and concepts for future updates of the CSBPP.

The Meeting will be held April 6, 2022 from 10:35am to 12:00 pm. [Register here](#).

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of March 23, 2022

**AGENDA ITEM:** 4-E  
**PREPARED BY:** Sandy Ebersole

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**SUBJECT:**

FY 2022 Grants for Buses and Bus Facilities Program and Low or No Emission Grant Program

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The U.S. Department of Transportation (DOT) Federal Transit Administration (FTA) has issued a joint Notice of Funding Opportunity (NOFO) for the Fiscal Year (FY) 2022 Grants for Buses and Bus Facilities (Buses and Bus Facilities) Program and Low or No Emission (Low-No) Grant Program. The anticipated deadline to apply for both programs is May 31, 2022.

**Grants for Buses and Bus Facilities Program**

The purpose of the Buses and Bus Facilities program is to support capital projects that replace, rehabilitate, purchase, or lease of buses and related equipment and facilities.

Eligible activities include the replacement, rehabilitation, purchase, or leasing of buses and related equipment and the rehabilitation, purchase, construction, or leasing of related facilities.

**Low or No Emission Grant Program**

The purpose of the Low-No program is to support the purchase and leasing of low- or no-emission buses that use advanced technologies for transit revenue operations, as well as related equipment and facilities.

Eligible activities include the purchase, acquisition, or lease of low- or no-emission buses; the construction or leasing of facilities and related equipment, including recharging, refueling, and maintenance facilities; and the construction, rehabilitation, or improvement of new public transportation facilities to accommodate low- or no-emission buses.

For more information, please see the Notice of Funding Opportunity, [Buses and Bus Facilities Program Website](#), or [Low-No Program Website](#).

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of March 23, 2022

**AGENDA ITEM:** 4-F

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

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**SUBJECT:**

Low Carbon Transportation Operations Program (LCTOP) List of Projects FY 2021-22

**Enclosure:** Yes

**Action:** Approve LCTOP List of Projects, Resolution 22-02

**SUMMARY:**

The Low Carbon Transportation 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 2021/22 Low Carbon Transit Operations Program total \$398,804. 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

Purchase One Dial-A-Ride Bus

\$38,596

City of Madera

Purchase One Madera Metro Paratransit Vehicle

\$164,023

County of Madera

Purchase Two Electric MCC Buses

\$196,185



**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

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

In the matter of  
**AUTHORIZATION FOR THE EXECUTION OF  
THE CERTIFICATIONS AND ASSURANCES  
AND AUTHORIZED AGENT FORMS  
FOR THE LOW CARBON TRANSIT  
OPERATIONS PROGRAM (LCTOP) FOR THE  
FOLLOWING PROJECTS:  
PURCHASE ONE DIAL-A-RIDE BUS \$38,596;  
PURCHASE ONE MADERA METRO  
PARATRANSIT VEHICLE \$164,023;  
PURCHASE TWO ELECTRIC MCC BUSES  
\$196,185**

Resolution No.: **22-02**

**WHEREAS**, the Madera County Transportation Commission is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

**WHEREAS**, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

**WHEREAS**, the Madera County Transportation Commission wishes to delegate authorization to execute these documents and any amendments thereto to Patricia, Taylor, Executive Director.

**WHEREAS**, the Madera County Transportation Commission wishes to implement the following LCTOP project(s) listed above,

**NOW, THEREFORE, BE IT RESOLVED** by the Board of the Madera County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

**NOW THEREFORE, BE IT FURTHER RESOLVED** that Patricia Taylor, Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Madera County Transportation Commission that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY2021-2022 LCTOP funds:

**CITY OF CHOWCHILLA**

**Project:** Purchase One Bus

**Amount of LCTOP funds requested:** \$38,596

**Short description of the project:** This project will result in the purchase of one Dial-A-Ride bus.

**Benefit to Priority Populations:** Utilizing a new bus will benefit DACs within the transit service area by providing safe, reliable transportation.

**CITY OF MADERA**

**Project:** Purchase One Madera Metro Paratransit Vehicle

**Amount of LCTOP funds requested:** \$164,023

**Short description of the project:** This project will result in the procurement of one Madera Metro Paratransit Vehicle for use to transport students to college when fixed route us not in service.

**Benefit to Priority Populations:** Utilizing a new vehicle will benefit a DAC, particularly college students, within the transit service area by adding capacity, improving safety, and increasing transportation dependability to more easily access affordable higher education.

**COUNTY OF MADERA**

**Project:** Purchase Two Electric MCC Buses

**Amount of LCTOP funds requested:** \$196,185

**Short description of project:** This project will result in the procurement of two electric buses.

**Benefit to priority populations:** Utilizing new buses will benefit DACs within the transit service area by adding capacity, improving safety, and increasing reliability. MCC services also promote walking and bicycling that promote healthy living and improve the quality of life for all residents.

The foregoing resolution was adopted this 23<sup>rd</sup> day of March 2022 by the following vote:

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

---

Chairman, Madera County Transportation Commission

---

Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of March 23, 2022

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

---

**SUBJECT:**

2022 San Joaquin Valley Blueprint Awards Call for Nominations

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

A Call for Nominations for the 2022 San Joaquin Valley Blueprint Awards has been announced. Candidate projects and individuals in all jurisdictions within the San Joaquin Valley are eligible for nomination. The deadline for nominations is April 15, 2022, by noon. Awards will be presented at the 2022 San Joaquin Valley Annual Policy Conference, in Clovis. For more information and nomination packet click [here](#).

The purpose of the San Joaquin Valley Blueprint Awards program is to encourage quality in planning and development by recognizing outstanding achievements and practices in the built environment. In recognizing and celebrating projects that reflect the Blueprint Principles, provided will be visual examples of attractive, functional, and environmentally friendly projects that could have relevance throughout the Valley. MCTC encourages its member agencies and other related parties to apply.

Awards will be presented at the [San Joaquin Valley Annual Policy Conference](#).

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of March 23, 2022

**AGENDA ITEM:** 4-H

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

---

**SUBJECT:**

Letter of Support – DRAFT California High Speed Rail Authority Business Plan

**Enclosure:** Yes

**Action:** Approve submittal of letter

**SUMMARY:**

The California High Speed Rail Authority (CHSRA) Draft 2022 Business Plan was issued February 8, 2022, with a 60-day public comment period running through April 11, 2022, at 5:00 p.m.

The Draft 2022 Business Plan provides updates on milestones and progress since April 2021, when the 2020 Business Plan was published, includes limited updates to forecasts and previews what will be covered in the 2023 Project Update Report.

A report on the Draft Business Plan was provided in the February MCTC Board agenda package. MCTC Staff gave comments to the CHSRA Board at their March 17, 2022, Board Meeting. Attached to this item is a letter indicating support for the contents of the Draft Business Plan.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



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Website: [www.maderactc.org](http://www.maderactc.org)

March 23, 2022

Tom Richards, Chair  
California High-Speed Rail Authority (CHSRA)  
[boardmembers@hsr.ca.gov](mailto:boardmembers@hsr.ca.gov)  
770 L Street, Suite 620  
Sacramento CA 95814

RE: Support for CHSRA Draft 2022 Business Plan

Dear Honorable Chair Richards,

The Madera County Transportation Commission (MCTC) strongly supports CHSRA's Draft 2022 Business Plan (released February 8, 2022) that includes pursuing Merced-Fresno-Bakersfield Interim Service with stops at Kings/Tulare and Madera to provide electrified, high-speed rail (HSR) service to Californians at the earliest possible time. Independent peer review has confirmed the Merced-Fresno-Bakersfield corridor, which includes HSR service and improvements in supporting Altamont Corridor Express (ACE) and San Joaquins rail and bus services, obtains the highest forecast gain in ridership and does so at the lowest increase in cost. The 171-mile electrified Interim Operating Segment extending north to Merced and south to Bakersfield coordinated with improvements aligned with the State Rail Plan north of Merced to Sacramento and to the Bay Area and bus connections south of Bakersfield to Southern California will create significant benefits including:

- Merced-Fresno-Bakersfield HSR Interim Service will leverage the maximum degree of connectivity to other rail services, while important project development work also continues in other parts of the state.
- Merced to Bakersfield HSR Interim Service will generate significant economic benefits, with over \$38 billion in total economic activity and over 200,000 job-years of employment.
- Reduces travel times for rail passengers between Sacramento and the Bay Area to Bakersfield by up to 90 to 100 minutes.
- Provides much faster, more frequent, and more reliable passenger rail service than is currently available in this corridor; more than doubling service frequency – more than doubling passenger rail ridership in the corridor.
- Improves access and connectivity to other California destinations through better connections with expanded ACE and San Joaquins rail services to the north at a multimodal hub in Merced and Thruway Bus Service at Bakersfield for travel to Southern California.
- Corridor-wide ridership increases from 2.6 million passengers in 2017 to 8.8 million passengers in 2029 that results in reduced state subsidies for passenger rail services.

- Electrified HSR improves air quality in the Central Valley and reduces GHG emissions by shifting from diesel to clean, electrically powered trains.
- Provides an overall infrastructure configuration offering significant benefits to both passenger and freight movement.
- Allows for early testing of electrified high-speed operations and passenger use and reduces ramp-up time for future extensions.
- Interim service unlocks the socio-economic benefits associated with electrified high-speed rail passenger service prior to the completion of the Silicon Valley to Central Valley Line.

MCTC also strongly supports the Governor’s budget proposal that \$4.2 billion in remaining Prop 1A HSR bond funds be directed to complete delivery of the construction work in the Central Valley.

MCTC is pleased to submit this letter of support for the staff recommendations of the CHSRA Draft 2022 Business Plan.

Sincerely,

Tom Wheeler  
Chair of the Madera County Transportation Commission  
Madera County Supervisor, District 5

Cc: Brian Kelly, CEO; Brian Annis, CFO; Chad Edison, CalSTA; Assembly Transportation Committee;  
Senate Transportation Committee





**STAFF REPORT**  
Board Meeting of March 23, 2022

**AGENDA ITEM:** 4-I  
**PREPARED BY:** Nicholas Dybas, Associate Regional Planner

---

**SUBJECT:**

Madera County Short Range Transit Plan FY 2022/2023 to 2026/2027

**Enclosure:** No

**Action:** Approve Final Madera County Short Range Transit Plan FY 2022/2023 to 2026/2027 by Resolution 22-03

**SUMMARY:**

The Madera County's Short-Range Transit Plan (SRTP) reflects a five-year period from FY 2022/23 through FY 2026/27. This plan responds to State, Federal, and local requirements to ensure public transit services are effective in meeting the needs within the Madera region.

The SRTP is intended to serve as a guide for improving public transit agencies within Madera County. The plan reviews recent progress, evaluates existing operations and conditions, and recommends future strategic actions to affect positive changes. A key component of the SRTP is the development of realistic operating and capital projections based on present and future performance of the existing systems over the next five years. In summary, the primary objectives of the SRTP are to:

1. Assess the efficiency and effectiveness of existing transit services throughout Madera County;
2. Develop cost-effective recommendations and a five-year service plan to improve transit services based upon rider and community input;
3. Provide marketing and outreach strategies to promote services based on an understanding of the needs of current and potential riders; and
4. Develop financially feasible capital and operating plans that support the five-year service plan and that address existing and future transit needs in Madera County.

The Draft SRTP was submitted to local agency staff, the Social Service Transportation Advisory Council (SSTAC), and the general public for review and comment. No public comments were received. The Final SRTP is available on the [MCTC website](#).

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



**Short Range  
Transit Plan  
FY 2022/23 to 2026/27**



Madera County Transportation Commission  
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**MADERA COUNTY**  
**Short-Range Transit Plan**  
**FY 2022/23 - 2026/27**

Madera County Transportation Commission  
2001 Howard Road, Suite 201  
Madera, CA 93637  
[www.maderactc.org](http://www.maderactc.org)

## Table of Contents

CHAPTER 1 – EXECUTIVE SUMMARY ..... 1

CHAPTER 2 – EXISTING CONDITIONS..... 5

CHAPTER 3 – TRANSIT GOALS, OBJECTIVES, AND PERFORMANCE STANDARDS.....11

CHAPTER 4 – EXISTING TRANSIT SERVICES .....14

CHAPTER 5 – PERFORMANCE EVALUATION .....31

CHAPTER 6 – NEEDS ANALYSIS AND FUTURE ACTIONS .....38

CHAPTER 7 – FINANCIAL PLAN .....49

CHAPTER 8 –TRANSIT FUNDING SOURCES .....56

CHAPTER 9 – TRANSIT MARKETING STRATEGIES .....62

CHAPTER 10 – PUBLIC PARTICIPATION .....65

APPENDIX A – ON-BOARD SURVEY RESULTS .....67

## Chapter 1 – Executive Summary

Madera County is located in California’s San Joaquin Central Valley. Encompassing 2,147 square miles, the County is situated in the geographic center of the State of California along State Route (SR) 99, approximately 18 miles north of Fresno. The County has an average altitude of 265 feet ranging from 180 to 13,000 feet above sea level. The San Joaquin River forms the south and west boundaries with Fresno County. To the north, the Fresno River forms a portion of the boundary with Merced County. Mariposa County forms the remainder of the northern boundary. The crest of the Sierra Nevada Mountains forms the eastern boundary with Mono County. Generally, the County can be divided into three broad geographic regions – the Valley area on the west; the foothills between Madera Canal and the 3,500-foot elevation contour; and the mountains from the 3,500-foot contour to the crest of the Sierra Nevada Mountains.

Madera County is served by a variety of human service organizations, senior centers, private transportation companies and three public transit operators. Transit funding is limited at the State, federal, and local levels. Therefore, it is important for these small organizations and transit operators to coordinate transportation services to maximize mobility for residents and eliminate duplication of services.

### Report Overview

This plan reflects Madera County’s “Short-Range Transit Plan” (SRTP) for the five-year period, FY 2022/23 through FY 2026/27. This plan responds to State, federal, and local requirements to ensure public transit services are effective in meeting the needs within the Madera region.

The SRTP is intended to serve as a guide for improving public transit agencies within Madera County. The plan reviews recent progress evaluates existing operations and conditions and recommends future strategic actions to effect positive changes. A key component of the SRTP is the development of realistic operating and capital projections based on present and future performance of the existing systems over the next five years. In summary, the primary objectives of the SRTP are to:

1. Assess the efficiency and effectiveness of existing transit services throughout Madera County.
2. Develop cost-effective recommendations and a five-year service plan to improve transit services based upon rider and community input.
3. Provide marketing and outreach strategies to promote services based on an understanding of the needs of current and potential riders.
4. Develop financially feasible capital and operating plans that support the five-year service plan and address existing and future transit needs in Madera County.

There are eight different public transit services offered in Madera County by three different jurisdictions. Many social service agencies within the County as well as private providers, such as Greyhound, charter bus, and taxi companies also provide transportation. This plan focuses primarily on public transit operations but addresses how all transportation services should be coordinated to the maximum extent possible. The public transit operations include:

City of Madera

Madera Metro

Madera Dial-A-Ride (DAR)

City of Chowchilla

Chowchilla Area Transit Express (CATX)

Madera County

Madera County Connection (MCC)

MCC Madera Dial-A-Ride

MCC Chowchilla Dial-A-Ride

Eastern Madera County Senior Bus

Medical Escort Program

Transit operators in Madera County should use the SRTP as an important planning tool as they evaluate their existing systems and seek ways to improve their services. The increase in transit demand over the next five years will require that public transit operators closely collaborate and coordinate their services to provide effective, affordable, and seamless public transportation throughout the Madera County region.

An outline of this report's contents is as follows:

1. Executive Summary
2. Existing Conditions
3. Transit Goals, Objectives, and Performance Standards
4. Existing Transit Services
5. Performance Evaluation
6. Needs Analysis
7. Funding Sources
8. Financial Plan
9. Transit Marketing Strategies
10. Public Participation

*Appendix A - On-Board Survey Results*

Chapter 2 - **Existing Conditions** describes Madera's population characteristics, with a focus on those population groups most relevant to transit planning. The existing setting forms the basis for transportation demand that is anticipated to grow as the community's population and employment base expands. This demand will provide the impetus and direction for both the public and private sectors to cooperatively develop effective transportation options.

Chapter 3 - **Transit Goals, Objectives, and Performance Standards** presents goals, objectives, and performance standards that will serve as a guide to public transit operators in Madera County. Clear and attainable goals and objectives, as presented in this section, are important in ensuring efficient and effective transit services. Performance standards will provide a means of measuring and comparing operations.

Chapter 4 - [Existing Transit Services](#) provides an overview of existing transit services within Madera County and a summary of recent accomplishments. The Madera County region is served by two fixed routes and six demand-response public transit services. Also included is discussion of other transportation providers and a summary of recent accomplishments.

Chapter 5 - [Performance Evaluation](#) evaluates public transit performance based on operating performance metrics. These performance or productivity indicators are used to evaluate public transit operations and how successful they are at meeting accepted performance standards. They include the following:

- ❖ Passengers Per Hour
- ❖ Passengers Per Mile
- ❖ Cost Per Passenger
- ❖ Cost Per Hour
- ❖ Cost Per Mile
- ❖ Subsidy Per Passenger
- ❖ Farebox Return

Chapter 6 - [Needs Analysis](#) addresses transit needs throughout Madera County and forms an important basis for developing short-range transit plans. These needs must be identified to develop meaningful and realistic transportation solutions. This needs analysis also is based on a variety of inputs, including ridership surveys, public feedback, and the MCTC Unmet Transit Needs process.

Chapter 7 - [Financial Plan](#) presents a five-year operating and capital plan for the period FY 2022/23 to FY 2026/27. Operating and capital budgets are based on projected revenue, projected ridership, and service levels, and key recommended service improvements. The capital plan projects the cost of new and replacement vehicle purchases and transit-related amenities, including benches and shelters. These improvements respond to the findings from the needs assessment and identification of specific issues by each transit operation.

A county-wide total of \$43.0 million in public transit operating and capital expenditures is projected over the next five years. The City of Madera expenditures during this period are estimated at \$24.7 million or 57.4% of the total, the City of Chowchilla \$3.0 million or 7.0% of the total, and Madera County \$15.2 million or 35.3% of the total. Total operating costs for all Madera County transit systems are projected at \$26.5 million from FY 2022/23 to FY 2026/27. County-wide capital costs are estimated at \$16.5 million during this period.

Chapter 8 – [Funding Sources](#) provides an overview of key funding sources for public transit operators. A variety of funding is available at the State, federal, and local levels for operating and capital projects. Many grant programs provide unique opportunities to develop projects that will enhance their operations beyond typical funds used by a transit agency.

Chapter 9 - [Transit Marketing Strategies](#) describes marketing and how it plays an integral role in increasing public awareness of transit services and attracting and maintaining ridership. Key marketing objectives are to:

- ❖ Promote an understanding of services being offered



- ❖ Increase public acceptance
- ❖ Provide quality services
- ❖ Developing effective ongoing outreach and targeted marketing tools

Chapter 10 - [Public Participation](#) describes the process that includes outreach efforts to a broad representation of groups within the community, including low-income, minority populations, elderly, disabled, Native Americans, community-based organizations, and those with limited English proficiency. The approach utilized by the MCTC is comprehensive, collaborative, and well documented, as described in this chapter.

[Appendix A](#) includes On-Board Survey Results.

## Chapter 2 – Existing Conditions

This chapter provides an overview of Madera County’s population, income and employment trends, and travel characteristics. The existing setting forms the basis for transportation demand that is anticipated to grow as the community’s population and employment base expands. This demand will provide the impetus and direction for both the public and private sectors to cooperatively develop effective transportation options.

### CURRENT LAND USES

Generally, Madera County can be divided into three broad geographic regions – the valley area on the west; the foothills between Madera Canal and the 3,500-foot elevation contour; and the mountains from the 3,500-foot contour to the crest of the Sierra Nevada Mountains. The Valley area is generally flat and ranges in elevation from 45 to 1,000 feet. This area contains approximately two-thirds of the County’s population and includes the cities of Chowchilla and Madera, as well as the unincorporated communities of Fairmead, Madera Ranchos, and Bonadelle Ranchos. A well-developed agricultural economic base characterizes this area. The foothill area contains the remaining one-third of the County population residing in the unincorporated communities of Oakhurst, Ahwahnee, North Fork, Coarsegold, Raymond, and Yosemite Lakes Park. The agricultural base in this area is primarily grazing. Much of the area’s employment base is in tourist-related services with a significant commuter component going to Fresno, Madera, and other valley employment and service centers. The mountain area is primarily uninhabited with much of the land located in the Sierra National Forest, Yosemite National Park, Devils Postpile National Monument, and the Ansel Adams and John Muir Wilderness Areas. Historically, the national forest area has supported a strong lumber-based economy; however, this has been seriously curtailed by environmental actions.

### POPULATION TRENDS

As shown in Table 2-1, Madera County’s 2020 population was 156,255. The table shows the distribution of the total population from 1990 to 2020 among the incorporated areas and the unincorporated areas. The County’s population rose from 88,090 in 1990 to 156,255 in 2020. In 2020, the unincorporated county area accounted for 46% of the County population compared to 42% for the City of Madera and 12% for the City of Chowchilla.

Table 2-1 MADERA COUNTY POPULATION TRENDS 1990 – 2020

LOCATION	1990		2000		2010		2020	
	POPULATION	% OF TOTAL	POPULATION	% OF TOTAL	POPULATION	% OF TOTAL	POPULATION	% OF TOTAL
City of Madera	29,281	33%	43,207	35%	61,416	41%	66,224	42%
City of Chowchilla*	5,930	7%	11,129	9%	18,720	12%	19,039	12%
Unincorporated Area	52,879	60%	68,775	56%	70,729	47%	70,992	45%
<b>Total County</b>	<b>88,090</b>	<b>100%</b>	<b>123,109</b>	<b>100%</b>	<b>150,865</b>	<b>100%</b>	<b>156,255</b>	<b>100%</b>

\*2000, 2010 and 2020 includes population from two women’s prisons  
Source: U.S. Census

In 2020, 30.3% of Madera County’s population was under 20 years old, 55.4% between 20 and 64 years, and 14.3% over 65 years of age or older. In terms of racial breakdown, 55.3% of the population was Hispanic, 33.2% white (not Hispanic or Latino), 4.2% African-American, 4.4% American Indian, and 2.9% Asian or Pacific Islander.

Table 2-2 reflects the population of Madera County rising from 158,794 in 2020 to a projected 213,456 in 2050. This is an annual increase of 54,662 persons or 1,822 persons. These projections will be greatly impacted by changing demographics and migration patterns and the degree of service and infrastructure improvements throughout the County, including public transit, streets and roads, sewer, and water.

Table 2-2 MADERA COUNTY POPULATION PROJECTIONS 2020-2050

JURISDICTION				
City of Madera	65,415	73,009	84,886	87,517
Average annual increase from 2020	---	1.1%	1.0%	1.0%
City of Chowchilla	18,196	21,368	24,845	25,615
Average annual increase from 2020	---	1.6%	1.0%	1.1%
Unincorporated Area	77,706	83,693	97,308	100,324
Average annual increase from 2020	---	0.7%	1.0%	0.9%
<b>Total County</b>	<b>158,794</b>	<b>178,070</b>	<b>207,038</b>	<b>213,456</b>
Average annual increase from 2020	---	1.2%	1.0%	1.0%

Source: California Department of Finance

## EMPLOYMENT

Madera County has experienced a relatively stable civilian labor force comprising 61,700 workers in 2010, rising to 62,400 in 2012 and 61,700 in 2020 as shown in Table 2-3. Over the past 11 years, the labor force averaged 61,500. However, like most of the nation, the County experienced increasing unemployment rates starting in 2020 due to the Covid-19 pandemic, of which the effects are yet to be fully realized. The unemployment rate soared from 7.0% in 2019 to 10.8% in 2020.

Table 2-3 MADERA COUNTY EMPLOYMENT 2010 – 2020

YEAR	MADERA COUNTY LABOR FORCE	UNEMPLOYMENT RATES	
		MADERA COUNTY	STATE OF CALIFORNIA
2010	61,700	17.0%	12.5%
2011	62,000	16.4%	11.9%
2012	62,400	14.7%	10.5%
2013	62,100	12.7%	9.0%
2014	61,700	11.3%	7.6%
2015	59,800	10.6%	6.3%
2016	61,100	9.3%	5.5%
2017	61,000	8.2%	4.8%
2018	61,300	7.1%	4.3%
2019	62,100	7.0%	4.2%
2020	61,700	10.8%	10.1%

Source: California Employment Development Department

### MAJOR EMPLOYERS

As seen in Table 2-4, the largest private employers in Madera County are Children's Hospital, Chukchansi Gold Resort Casino, and Madera Community Hospital. The largest public employers in Madera County are Madera Unified School District, the State of California (mainly through the Valley State Prison for Women), and County of Madera. The largest employers not served by public transit are Lion Raisins Inc., San Joaquin Wine Co., and Lamanuzzi & Pantaleo Cold Storage all of which are in unincorporated areas of the County. Other large employers such as hospitals and retail businesses are served by various transit agencies in the County.

Table 2-4 MAJOR EMPLOYERS IN MADERA COUNTY

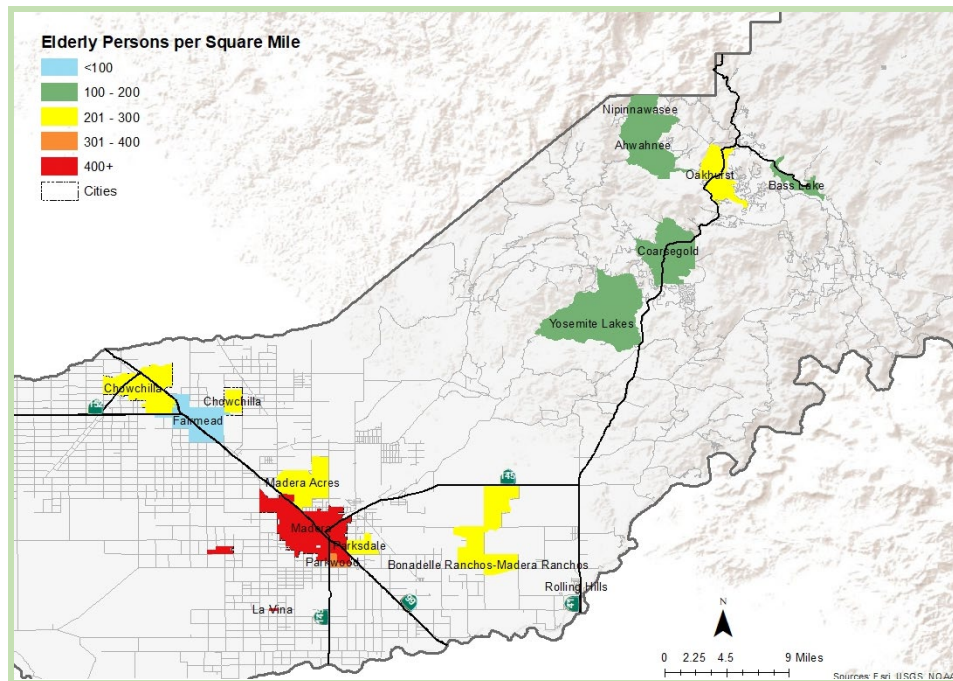
EMPLOYER	TYPE	NUMBER OF EMPLOYEES	LOCATION	SERVED BY TRANSIT
Madera Unified School District ❖ Madera High School ❖ Madera South High School ❖ Matilda Torres High School	Public	3,500	Madera	Yes Yes Yes
State of California ❖ Valley State Prison for Women	Public	2,600	Chowchilla	Yes Yes
Children's Hospital	Private	2,500	County	Yes
County of Madera ❖ Madera County Mental Health	Public	1,700	County	Yes Yes
Chukchansi Gold Resort & Casino	Private	1,400	Coarsegold	Yes
Madera Community Hospital	Private	936	Madera	Yes
City of Madera ❖ Madera City Hall	Public	400	Madera	Yes
Ardagh Group	Private	350	Madera	Yes
Constellation Brands	Private	350	Madera	Yes
Walmart	Private	350	Madera	Yes
U.S. Government	Public	300	Madera	Yes
Lion Raisins, Inc.	Private	250-499	County	No
San Joaquin Wine Co.	Private	250-499	County	No
Lamanuzzi & Pantaleo Cold Storage	Private	250-499	County	No
Cherokee Freight Lines	Private	250-499	Madera	Yes
Baltimore Aircoil Co.	Private	242	Madera	Yes
Community Action Partnership of Madera County	Private	235	Madera	Yes
CertainTeed Corp.	Private	185	Chowchilla	Yes
JBT Food Tech	Private	165	Madera	Yes
EVAPCO, Inc.	Private	140	Madera	Yes
Warnock Food Products	Private	130	County	No
Georgia-Pacific Corp-Madera	Private	125	Madera	Yes
Home Depot	Private	100-249	Madera	Yes
Lowe's Home Improvement	Private	100-249	Madera	Yes
Sierra Tel	Private	100-249	Oakhurst	Yes
Span Construction, Inc.	Private	100-249	Madera	Yes
Madera Rehab Center	Private	100-249	Madera	Yes
Azteca Milling	Private	100	Madera	Yes
Oldcastle Enclosure Solutions	Private	100	Madera	Yes

Source: Madera County Economic Development Commission

TRANSIT-DEPENDENT POPULATION

Madera County has made notable progress in addressing many public transit needs throughout the region. MCTC’s “Unmet Transit Needs” process annually determines whether transit needs within Madera County exist and must ensure that these needs have been reasonably met by County transit systems. These transit systems provide vital transportation services while reducing single-occupancy vehicle trips and improving air quality. Madera County’s future population growth, combined with an increase in transit-dependent residents, rising fuel costs, changing demographics, and travel patterns, undoubtedly will impact the demand for transit services. While public transit will continue to play an important role in the mobility of those who are dependent on transit as a lifeline service and increasingly for those residents seeking transportation options, delivery of transit services must be reliable, convenient, and cost-effective.

Figure 2-1 TRANSIT DEPENDENT POPULATIONS: ELDERLY PERSONS

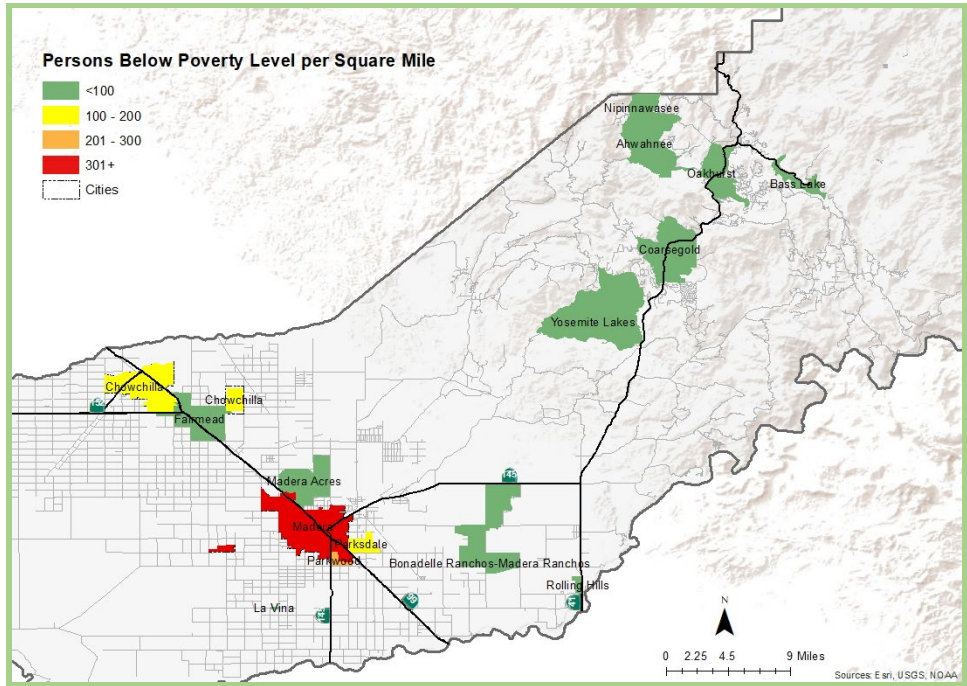


Source: US Census

For a longer range perspective, MCTC’s Regional Transportation Plan for Madera County forecasts planned transit improvements over a 24-year timeframe. These future transit improvements reflect continued funding of transit services for all systems in the County and initiation of enhanced transit service in core growth areas. These areas are identified through population and household growth derived from the MCTC transportation model enhancing the overall quality of life for residents throughout the County.

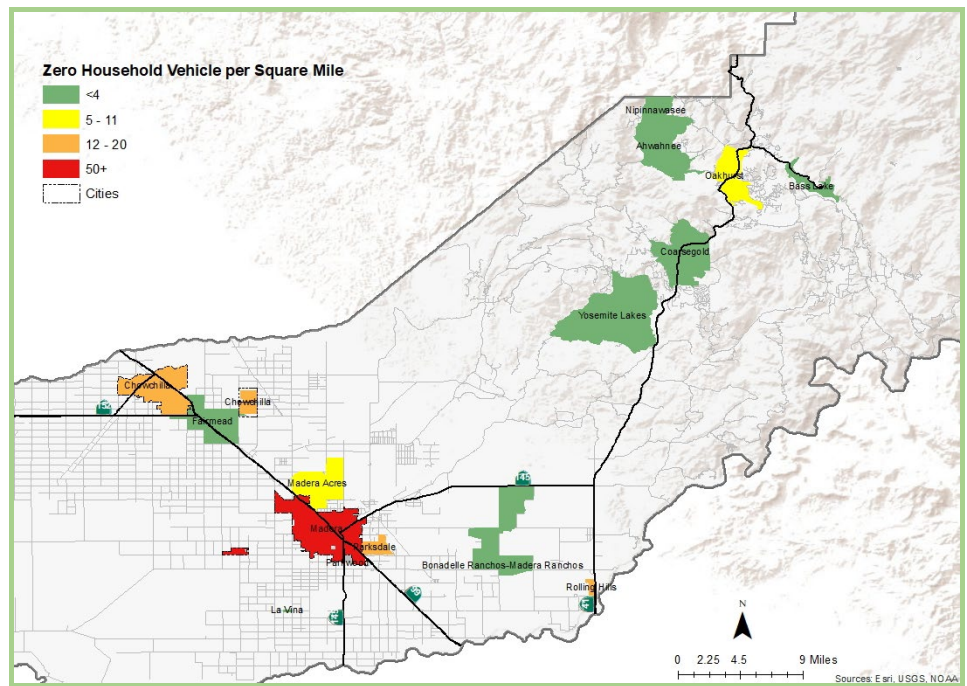


Figure 2-2 TRANSIT DEPENDENT POPULATIONS PERSONS: BELOW POVERTY



Source: US Census

Figure 2-3 TRANSIT DEPENDENT POPULATIONS ZERO HOUSEHOLD VEHICLES



Source: US Census

## Chapter 3 – Transit Goals, Objectives, and Performance Standards

This section presents goals, objectives, and performance standards that will serve as a guide to public transit operators in Madera County. Clear and attainable goals and objectives, as presented below, are important in ensuring efficient and effective transit services. Performance standards will provide a means of measuring and comparing operations.

### GOALS AND OBJECTIVES

Goal I: Provide safe, reliable, high quality, and economical public transportation.

Objectives:

- A. Provide safe transit services.
- B. Provide reliable transit services.
- C. Provide service when and where it is needed.
- D. Operate transit efficiently and economically.
- E. Coordinate transit services with other regional transit operations.
- F. Increase the level of public information about transit services.

Goal II: Operate an efficient and effective system that maximizes service and minimizes cost impacts.

Objectives:

- A. Provide productive transit service.
- B. Maximize operating and capital funding.
- C. Maximize farebox recovery.
- D. Maximize available State, federal, and local transit funding.

Goal III: Evaluate, monitor, and improve transit systems on an on-going basis.

Objectives:

- A. Implement a sound data collection process.
- B. Undertake on-board ridership surveys on a regular basis.
- C. Develop up-to-date management information.
- D. Undertake regular monitoring of system data and management information.
- E. Undertake on-going performance evaluation.
- F. Initiate service improvements, as warranted.

Goal IV: Undertake effective marketing, outreach, and public participation.

Objectives:

- A. Implement proactive marketing, outreach, and public participation strategies.
- B. Coordinate with other regional transit systems, social service agencies, and other interested parties to ensure wide dissemination of transit information.
- C. Present information directly to existing and potential riders through public presentations, participation at special community events, and social media.



Goal V: Coordinate transit system development with community planning and development efforts and land use policy.

Objectives:

- A. Encourage new facilities that promote bicycle and pedestrian access and enhance the community.
- B. Coordinate with appropriate jurisdictions to accommodate public transit, including provision for bus turnouts and other passenger amenities.
- C. Encourage transit usage to reduce vehicle trips, particulate matter, and greenhouse gas emissions.

PERFORMANCE STANDARDS

Transit performance standards can vary significantly depending upon the type of service – (fixed-route versus demand-response), ridership characteristics (general public versus seniors and disabled), vehicle type and capacity, trip lengths, urban versus rural densities, geographic dispersion of origins and destinations, and intra-city versus inter-city. The following standards shown on Table 3-1 represent recommended performance standards that Madera County transit operators should strive to achieve. These standards can and should be refined and expanded by agency as the systems evolve. A manual also can be developed to formally document system standards for operating performance, capital amenities, and on-street requirements.

Table 3-1 KEY PERFORMANCE STANDARDS

PERFORMANCE MEASURE	
System Accessibility	Fixed-route: 85% of population of urban area within ¼ mile of the bus route
Miles between Preventable Accidents	>60,000 miles
Passenger Injuries per 100,000 Miles	<2 injuries
Demand-Response: <ul style="list-style-type: none"> <li>❖ Maximum wait time</li> <li>❖ Average wait time</li> <li>❖ Percent pickups within 15-minute window of scheduled time</li> </ul>	<40 minutes <30 minutes 80% pickups
Fixed-Route: <ul style="list-style-type: none"> <li>❖ % scheduled departures on time (0-5 min. late)</li> <li>❖ No buses should depart time point early</li> </ul>	95% on time 0% depart early
Minimum Service Frequency <ul style="list-style-type: none"> <li>❖ Local fixed routes</li> <li>❖ Inter-city fixed routes</li> </ul>	60 minutes 8-10 trips per week
Passenger per Revenue Vehicle Hour	Urban demand-response: >4.0 Rural demand-response: >2.5 Urban local fixed-route: >8.0 Rural inter-city fixed-route: >5.0
Farebox Recovery Ratio	Urban demand-response: >15% Rural demand-response: >10% Urban local fixed-route: >15% Rural/Inter-city fixed-route: >10%
Demand-Response Service Refusals	<1 per day
Percent of Capacity in Any Hour for Subscription	<50% capacity
Minimum Useful Life of Vehicles: <ul style="list-style-type: none"> <li>❖ Large, heavy-duty (approx. 35'-40')</li> <li>❖ Medium size, heavy-duty (approx. 30')</li> <li>❖ Medium size, medium-duty (approx. 30')</li> <li>❖ Medium size, light-duty (approx. 25'-35')</li> <li>❖ Light-duty (small buses and vans)</li> </ul>	12 years or 500,000 miles 10 years or 350,000 miles 7 years or 200,000 miles 5 years or 150,000 miles 4 years or 100,000 miles
Spare Bus Ratio: <ul style="list-style-type: none"> <li>❖ Demand-response</li> <li>❖ Fixed-route</li> </ul>	20% spare bus ratio 20% spare bus ratio

## Chapter 4 – Existing Transit Services

This section provides an overview of existing transit services within Madera County, how transit services are part of an integrated multi-modal network, challenges and opportunities, and a summary of recent transit accomplishments.

A variety of transportation services are available in Madera County, including Madera Metro, City of Madera Dial-A-Ride, Chowchilla Area Transit Express (CATX), Madera County Connection (MCC), MCC Madera Dial-A-Ride, MCC Chowchilla Dial-A-Ride, Eastern Madera Senior Bus, Medical Escort Program, specialized social service transportation services, Greyhound, and taxi service. Transportation network companies (TNCs) also have recently been providing services in Madera County. TNCs are taxi-like services in which reservations and payments are enabled by smart phone applications (e.g., Uber or Lyft) with one paying customer. Public transportation is provided by fixed-route and demand-response transit systems, as described below.

### CITY OF MADERA

The City of Madera and its environs are served by a number of public and private transportation providers. The City operates the Madera Metro fixed-route system and Madera Dial-A-Ride, a general public demand-responsive system. Both services are operated under contract with MV Public Transportation. The fixed-route system is operated weekdays from 7:00 a.m. to 6:30 p.m. and Saturdays from 9:00 a.m. to 4:00 p.m. Service operates primarily within the city limits, as shown in Figure 4-1. The system transported over 55,700 riders in FY 20/21. The City completed the construction of the new Madera Transit Center located at 1951 Independence Drive. The facility opened in the fall of 2020 and provides facilities for fueling, washing, maintenance, parking, and administrative functions.

Madera Dial-A-Ride is a general public system primarily serving the elderly and disabled. The service operates weekdays from 7:00 a.m. to 6:30 p.m., Saturdays from 9:00 a.m. to 4:00 p.m. and Sundays from 8:30 a.m. to 2:30 p.m. The system operates within the Madera urban area covering a five-mile radius from the downtown area, as depicted on Figure 4-2, and transported 4,300 riders in FY 20/21.

### Madera Metro and Dial-A-Ride Vehicle Fleet

The City of Madera currently has a fleet of 26 vehicles, as shown in Table 4-1. Twelve vehicles are used to operate Madera Metro, and 7 vehicles are used to operate Dial-A-Ride. Seven vehicles serve as backup to both systems. Vehicles are maintained by the City's Public Works Department.

### Madera Metro and Dial-A-Ride Fare Structure

Madera Metro's one-way cash fare is \$0.75 with free transfers. Seniors, riders with disabilities, and Medicare cardholders are eligible for a \$0.35 fare Monday through Friday from 10:00 a.m. to 2:00 p.m. and Saturday 9:00 a.m. to 4:00 p.m. Children under three years old may ride free. Dial-A-Ride's one-way cash fare is \$2.00 for riders who are not senior or disabled. Seniors over 60 years old and disabled persons may ride for \$1.00 within the city limits; and \$1.00 to \$2.00 within the County area. Additionally, community college students may ride for \$1.00.

Figure 4-1 MADERA METRO SERVICE AREA

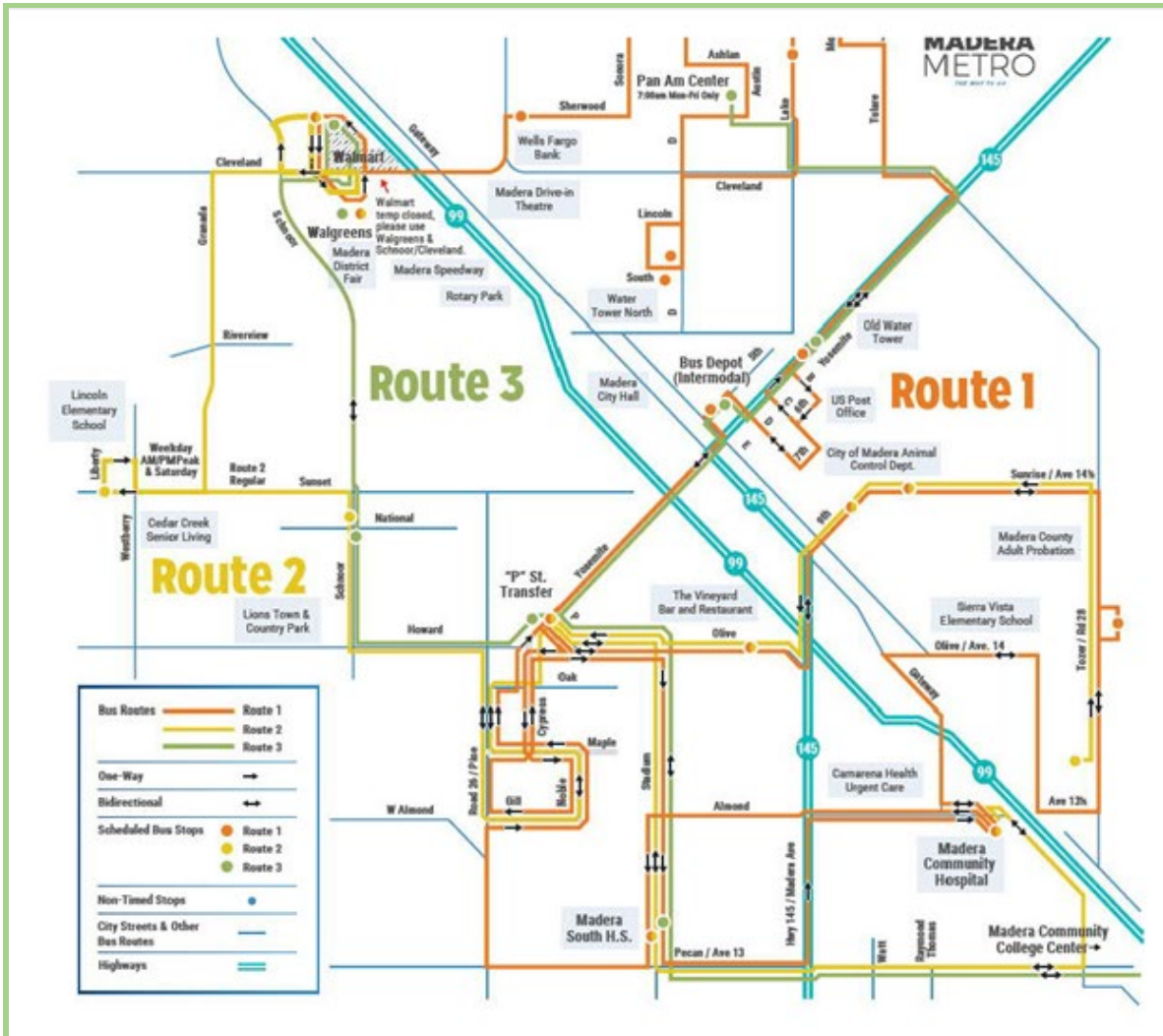
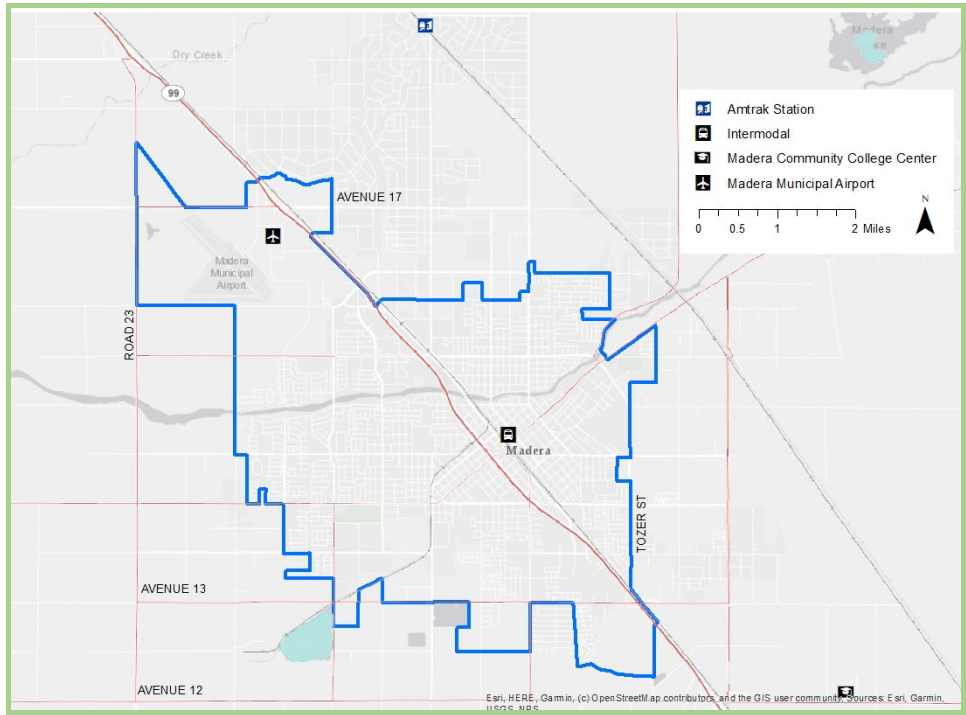


Figure 4-2 DIAL-A-RIDE SERVICE AREA



Since the onset of the pandemic, Madera Metro and Dial-A-Ride have been operating without fare revenue, relying on funds from the Coronavirus Aid, Relief, and Economic Security Act (CARES Act). These funds, however, are expected to be depleted soon.

Madera Metro intends to reinstate fares in the coming years at reduced rates. The loss in revenue is intended to be offset by introducing advertisements on buses. The intention of lowering fares is to incentivize more ridership.

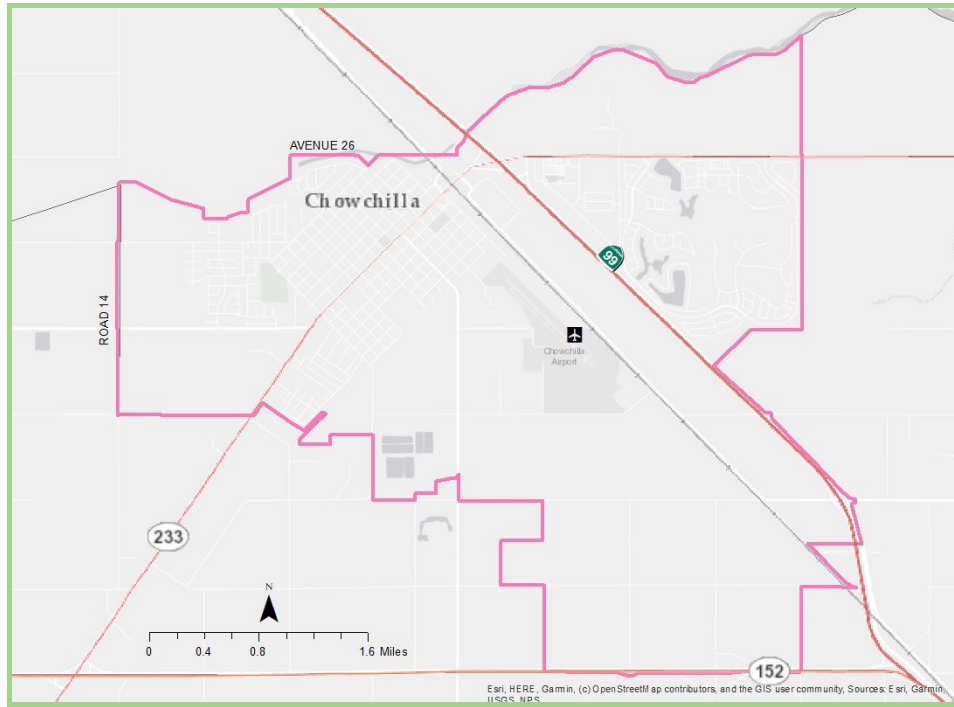
Table 4-1 MADERA METRO AND DIAL-A-RIDE VEHICLE FLEET

BUS No.	MANUFACTURED YEAR	SYSTEM	SEATING CAPACITY	LIFT EQUIPPED	STATUS	FUEL TYPE	USEFUL LIFE YEARS REMAINING
30	2008	Metro	18/2	Yes	Backup	CNG	-5
31	2008	Metro	18/2	Yes	Backup	CNG	-5
32	2009	Metro	18/2	Yes	Backup	CNG	-5
33	2009	Metro	22/2	Yes	Backup	Gas	-4
34	2009	Metro	22/2	Yes	Backup	Gas	-4
35	2009	Metro	22/2	Yes	Backup	Gas	-5
36	2009	DAR	18/2	Yes	Backup	Gas	-5
37	2012	Metro	18/2	Yes	Active	CNG	-1
38	2012	Metro	18/2	Yes	Active	CNG	-1
39	2012	DAR	18/2	Yes	Active	Gas	-1
40	2012	DAR	18/2	Yes	Active	CNG	-1
41	2012	DAR	18/2	Yes	Active	CNG	-1
42	2013	DAR	18/2	Yes	Active	CNG	0
43	2013	DAR	18/2	Yes	Active	CNG	0
44	2013	Metro	18/2	Yes	Active	CNG	0
45	2013	Metro	18/2	Yes	Active	CNG	0
46	2013	DAR	18/2	Yes	Active	CNG	0
47	2019	Metro	17	Yes	Active	Gas	9
48	2019	DAR	17	Yes	Active	Gas	6
49	2019	Metro	17	Low Floor	Active	Gas	9
50	2019	Metro	17	Low Floor	Active	Gas	9
51	2019	Metro	17	Low Floor	Active	Gas	9
52	2020	Metro	27	Yes	Active	Diesel	10
53	2020	Metro	27	Yes	Active	Diesel	10
54	2019	Metro	27	Yes	Inactive	CNG	NA
55	2019	Metro	27	Yes	Inactive	CNG	NA

CITY OF CHOWCHILLA

The City of Chowchilla operates Chowchilla Area Transit Express (CATX), a general public, demand-responsive service within the service area shown in Figure 4-3. CATX service was initiated in 1995 and incorporated a senior bus program. Service is offered weekdays from 7:30 a.m. to 5:00 p.m.

Figure 4-3 CATX SERVICE AREA



CATX Vehicle Fleet

CATX has a fleet of three wheelchair lift-equipped paratransit buses that are maintained by the City’s Public Works Department. Two are active, and one serves as backup, as shown below in Table 4-2.

Table 4-2 CATX VEHICLE FLEET

MANUFACTURED YEAR	TYPE	SEATING CAPACITY	LIFT EQUIPPED	STATUS	FUEL TYPE	USEFUL LIFE YEARS REMAINING
2010	Ford F-350 Star Trans	16	Yes	Backup	Gas	-4
2011	Ford F-350 Star Trans	14	Yes	Backup	Gas	-3
2017	Ford Transit 350 HD	8	Yes	Active	Gas	1
2017	Ford E-450	12	Yes	Active	Gas	2

### CATX Fare Structure

CATX charges \$2.00 for one-way trips within the city limits and \$3.00 for the Chowchilla Gold Line which ends outside city limits. Children three years old and younger may ride free with an accompanying paid adult. CATX offers a 10-ride Senior Pass for people 60 years or older for \$15. CATX also offers a 20-ride Student Pass for \$34.

### COUNTY OF MADERA

Madera County operates a general public, fixed-route system, and demand-response services. The Madera County Connection (MCC) is an inter-city fixed-route bus service. MCC Madera Dial-A-Ride and MCC Chowchilla Dial-A-Ride are general public, demand-response services.

The County operates two specialized services. The Eastern Madera County Senior Bus Program, an intra-community demand-response bus service, serves seniors and disabled residents, and the Eastern Madera County Escort Service is an intercity demand-response van service. County services are operated by a third-party contractor, Fresno Economic Opportunities Commission (Fresno EOC).

### Madera County Connection (MCC)

MCC is a general public, inter-city, fixed-route weekday service. As shown in Figure 4-4, the system operates three fixed-routes. The Eastern Madera route serves the communities of North Fork, Oakhurst, and Coarsegold, extending to the Madera Ranchos and the Children’s Hospital of Central California via the City of Madera. The Chowchilla/Fairmead route provides service between the City of Madera, Fairmead, and the City of Chowchilla. The Eastin Arcola/Ripperdan/La Vina route provides service from the City of Madera to the communities of La Vina, Ripperdan, and Eastin Arcola every Wednesday and Friday.

MCC operates weekdays from about 6:00 a.m. to 9:00 p.m. on the Eastern Madera County route and from 7:00 a.m. to 7:00 p.m. on the Chowchilla/Fairmead route. The Eastin Arcola/Ripperdan/La Vina route is scheduled on Wednesday and Friday from 8:45 a.m. to 2:00 p.m. with the addition of Monday service planned in FY 2020/21. In FY 2020/21, MCC transported a total of 13,695 riders.



Figure 4-4 MCC SERVICE AREA



MCC Madera Dial-A-Ride and MCC Chowchilla Dial-A-Ride

MCC also provides general public demand-response service to County areas surrounding the cities of Madera and Chowchilla., as reflected in Figures 4-5 and 4-6. MCC Madera Dial-A-Ride service is provided Monday through Friday from 7:00 a.m. to 6:30 p.m., Saturday from 9:00 a.m. to 4:00 p.m., and Sunday from 8:30 a.m. to 2:30 p.m. MCC Chowchilla Area Dial-A-Ride service is provided Monday through Friday from 8:30 a.m. to 3:30 p.m. Each of these services is operated with one 16-passenger bus. Reservations can be made a day in advance or up to two hours prior to the time of pick up. In FY 2020/21, MCC Madera Dial-A-Ride and MCC Chowchilla Dial-A-Ride transported 2,479 riders and 214 riders, respectively.

Figure 4-5 MCC MADERA DIAL-A-RIDE SERVICE AREA

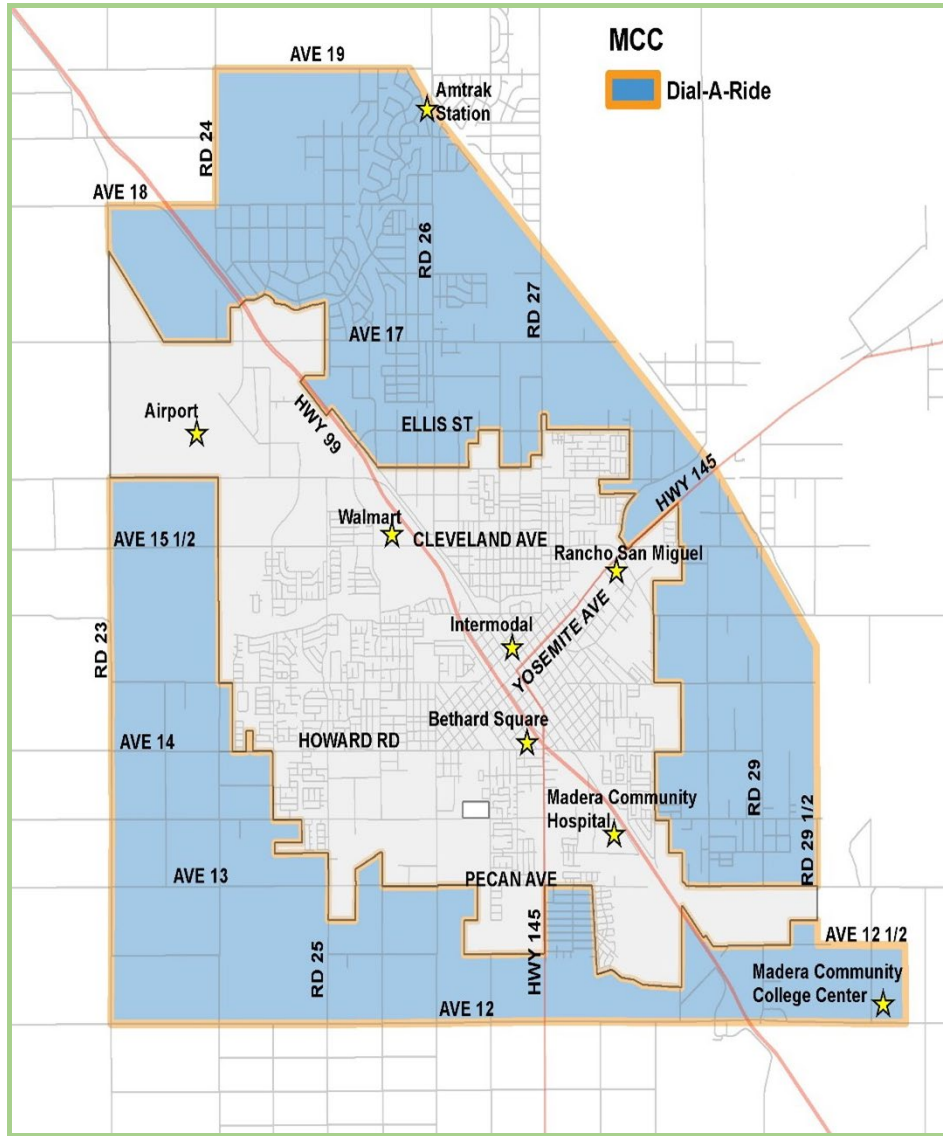
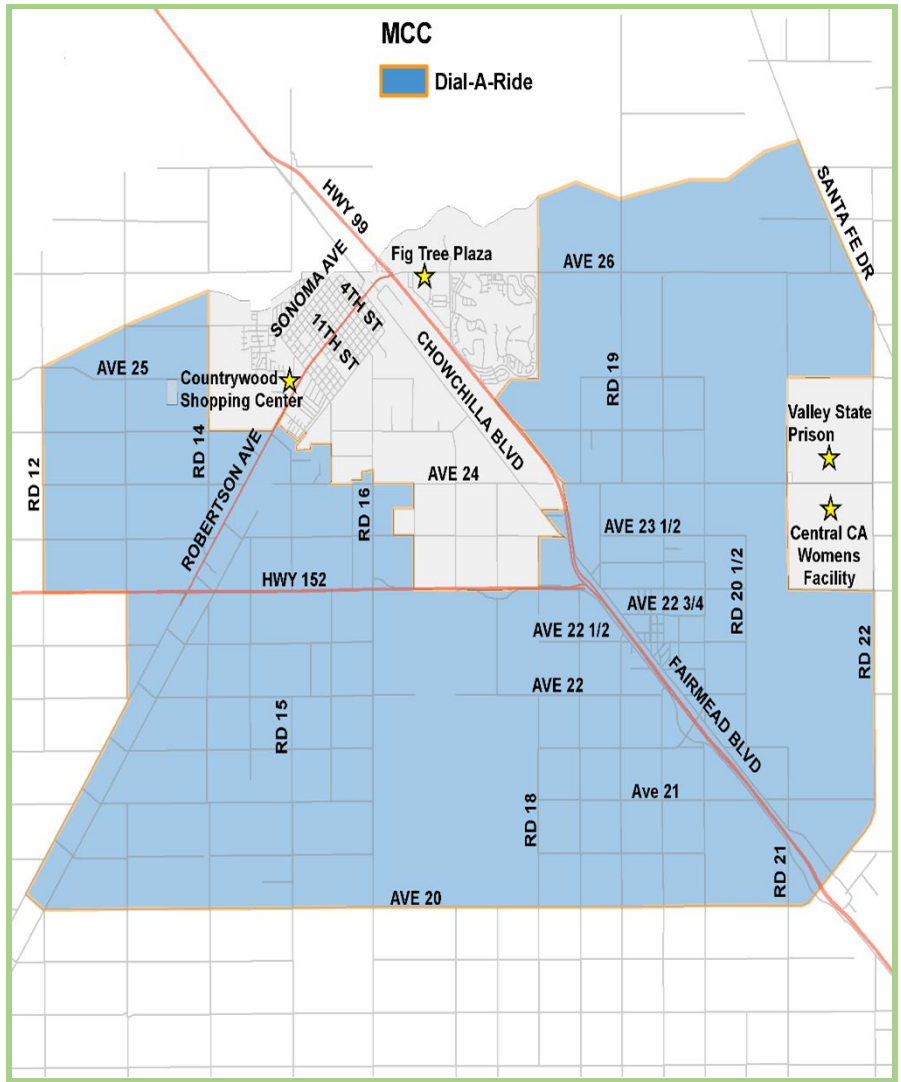


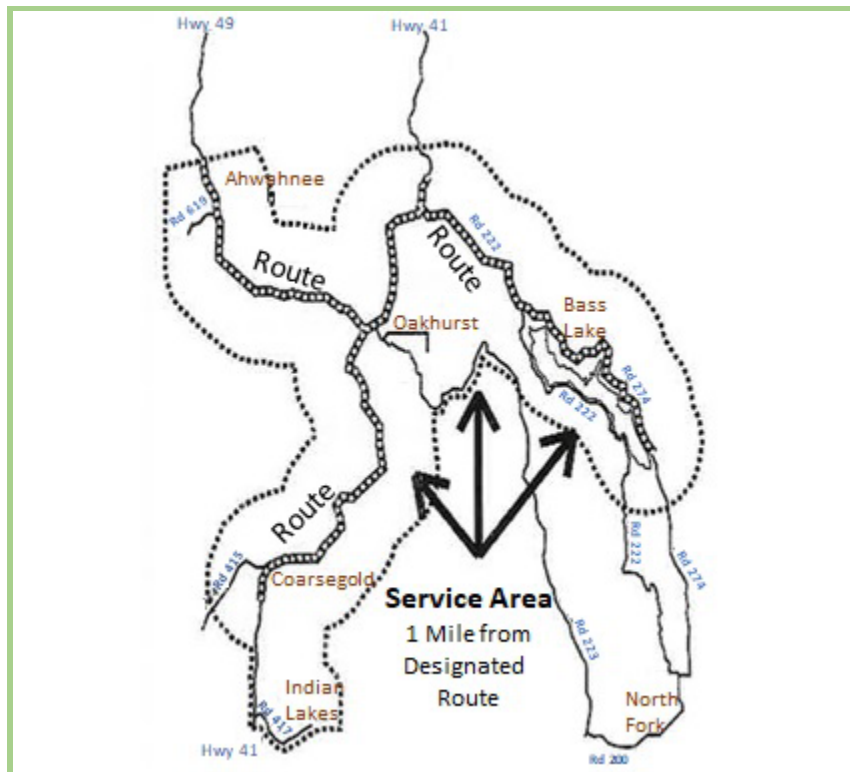
Figure 4-6 MCC CHOWCHILLA DIAL-A-RIDE SERVICE AREA



### Eastern Madera County Senior Bus

The Eastern Madera County Senior Bus has been in operation since 1983. It is a demand-response service operating Monday through Friday (except holidays) from 9:00 a.m. to 4:00 p.m. This program serves Eastern Madera County seniors 60 years and older and disabled residents. As shown on Figure 4-7, the service area encompasses a large region, including Oakhurst, Bass Lake, Coarsegold, and Ahwahnee. The system utilizes two 18-passenger lift-equipped buses. Each bus is fully air conditioned, accommodates two wheelchairs and has front and rear running signs. This service is reserved for seniors and disabled individuals and requires an approved application to use this service. The one-way fare on the Senior Bus is \$1.50. A 24-hour advance reservation is required, except for medical emergencies. The service had a ridership of 1,923 in FY 2020/21.

Figure 4-7 EASTERN MADERA COUNTY SENIOR BUS SERVICE AREA



### Eastern Madera County Medical Escort Service

The Medical Escort Service has been in operation since 1988 as a demand-response, general public transportation service. The system provides transportation to medical-related appointments in Madera and Fresno Counties. It serves Eastern Madera County general public residents with an emphasis on serving senior residents 60 years and older and the disabled.

Service is provided on Tuesdays and Thursdays from 8:30 a.m. to 4:30 p.m. A 24-hour advanced reservation is required, except for medical emergencies. Individual requests for a ride are coordinated through a contracted exchange service. The Escort Service serves the area covered by the Senior Bus, but also serves the community of North Fork and offers trips beyond the Eastern Madera County region as far as the Cities of Madera, Fresno, and Clovis. The system utilizes two vehicles (one active and one backup). The five-passenger vans may carry one wheelchair. The service transported 287 riders in FY 2020/21.

#### Madera County Transit Vehicle Fleet

Madera County's public transit fleet is comprised of thirteen vehicles, as shown on Table 4-3. Vehicles are maintained by the County's third-party service contractor, the Fresno Economic Opportunities Commission.

#### Madera County Transit Fare Structure

The one-way cash fare for MCC riders over five years old is \$2.00. Children five years and under ride free with an adult. Exact fare is required. A book of ten tickets is offered for \$20.00. A monthly unlimited pass is offered for \$40.00. The Eastern Madera County Senior Bus one-way fare is \$1.50. The cost is \$10.00 for a round-trip with the Eastern Madera County Escort Program.

Table 4-3 MADERA COUNTY TRANSIT VEHICLE FLEET

MANUFACTURED YEAR	SYSTEM	TYPE	SEATING CAPACITY	LIFT EQUIPPED
2015	MCC	Starcraft Allstar 25	15/2	Yes
2015	MCC	Starcraft Allstar 25	15/2	Yes
2015	MCC	Starcraft Allstar 25	15/2	Yes
2019	MCC	Starcraft Allstar 25	15/2	Yes
2019	MCC	Starcraft Allstar 25	15/2	Yes
2020	MCC	Starcraft Allstar 25	15/2	Yes
2020	MCC	Starcraft Allstar 25	15/2	Yes
2020	MCC	Starcraft Allstar 25	15/2	Yes
2020	MCC	Starcraft Allstar 25	15/2	Yes
2015	Senior Bus	Starcraft Allstar 25	15/2	Yes
2019	Senior Bus	Starcraft Allstar 25	15/2	Yes
2011	Escort Program	Dodge Grand Caravan	5/1	Ramp
2018	Escort Program	National Amerivan	5/1	Ramp

#### OTHER TRANSPORTATION PROVIDERS

##### CalVans (California Vanpool Authority)

CalVans is a ridesharing program with safe, affordable vans that allow employees to drive themselves and others to work. The service encompasses the agricultural industry, general labor, and student vanpooling.

CalVans is sponsored by the California Vanpool Authority and currently serves the Counties of Madera, Fresno, Imperial, Kern, Kings, Merced, Monterey, Riverside, San Benito, San Joaquin, San Luis Obispo, Santa Barbara, Santa Cruz, Stanislaus, Tulare, and Ventura.

All CalVans vanpools base the cost per trip on the number of passengers and distance traveled. The more riders, the less each rider pays. The fare could be as little as \$2.00 per day. CalVans bills the driver on a monthly basis to recover all costs. The driver then divides the bill among the passengers, gathers the payments from each rider, and forwards them to CalVans every month.

**Yosemite Area Regional Transportation System (YARTS)**

YARTS provides public transit in the Yosemite region, with buses entering Yosemite Valley from Merced, Mammoth Lakes, Sonora, and Fresno – as well as many different towns along the way. YARTS began service in May 2000, and now provides an alternative to driving. YARTS is managed by the Merced County Association of Governments. YARTS offers rides to all visitors to Yosemite.

YARTS fares vary based on distance; all fares to the park include the entrance fee to Yosemite National Park. Round trip fares for the Highway 41 route range from \$5.00 to \$34.00. YARTS service on Highway 41 is seasonal, providing service through the summer months.

**Social Service Transportation Providers**

As shown in Table 4-4, five social service agencies provide transportation in Madera County. These agencies largely provide service to their clients and to specific sites.

*Table 4-4 SOCIAL SERVICE TRANSPORTATION PROVIDERS IN MADERA COUNTY*

SOCIAL SERVICE AGENCY	TRANSPORTATION PROVIDED
Heartland Opportunity Center	<ul style="list-style-type: none"> <li>❖ Demand-response service</li> <li>❖ Weekdays from 8 a.m. to 4 p.m.</li> <li>❖ Serves disabled persons over 18 years old</li> </ul>
Davita Dialysis	<ul style="list-style-type: none"> <li>❖ Demand-response service</li> <li>❖ Monday – Saturday from 5 a.m. to 9 p.m.</li> <li>❖ Serves dialysis patients</li> </ul>
American Cancer Society	<ul style="list-style-type: none"> <li>❖ Volunteer driver program using private vehicles</li> <li>❖ Serves ambulatory cancer patients</li> <li>❖ Suspended during the pandemic</li> </ul>
Madera County Public Health Department	<ul style="list-style-type: none"> <li>❖ Anthem Blue Cross, Cal Viva and MediCal offer transportation services for insurance holders</li> </ul>
Camarena Health	<ul style="list-style-type: none"> <li>❖ Provides patients with free bus tickets on Metro, MCC and DAR services</li> </ul>

**Private Providers**

Several private carriers provide inter-city services, including Greyhound and Madera Cab Company. Greyhound operates seven days per week from the City of Madera’s Downtown Intermodal Center on

North “E” Street to cities throughout the valley. Madera Cab Company provides service in Madera County seven days per week, 24 hours per day.

Lyft and Uber operate in the greater Fresno area, including parts of Madera County. These ridesharing companies provide customized person-to-person travel solutions, smart phone reservations and payments, with fares established by the companies and will travel to a requested destination within designated boundaries.

#### Passenger Rail/Support Facilities

Madera County is served by the Burlington Northern Santa Fe (BNSF) and the Union Pacific (UP) Railroads. Normally, Amtrak operates seven days per week with fourteen daily stops in Madera along the BNSF Railroad alignment. However, during the pandemic, Amtrak operated with ten daily stops. As of September 24, 2021, service was restored on two trips. The nearest stop to the north is Merced and to the south, Fresno.

The San Joaquin Amtrak route provides passenger rail service to Oakland and Bakersfield four times per day and Sacramento twice per day. Amtrak also provides thruway bus service from various rail stations along the San Joaquin route to cities that are not accessible by rail, such as Los Angeles, San Francisco and San Jose. The Amtrak station was relocated in November 2010 and is off Road 26 north of Madera, as shown on Figure 4-8. The station recorded one of the lowest ridership numbers of any station on the San Joaquin line. As of July 2021, the San Joaquin Joint Powers Authority voted to begin engineering for a new Amtrak station to be built on Avenue 12, as shown on Figure 4.9, sharing a parking lot with potential future California High Speed Rail service.

The construction of the California High-Speed Rail continues. As of May 2021, Construction Package 1, the segment from south of Fresno to north of Madera, is estimated to be completed December 2023. The Merced to Bakersfield segment of High-Speed Rail is estimated to be operational by 2028-2029.

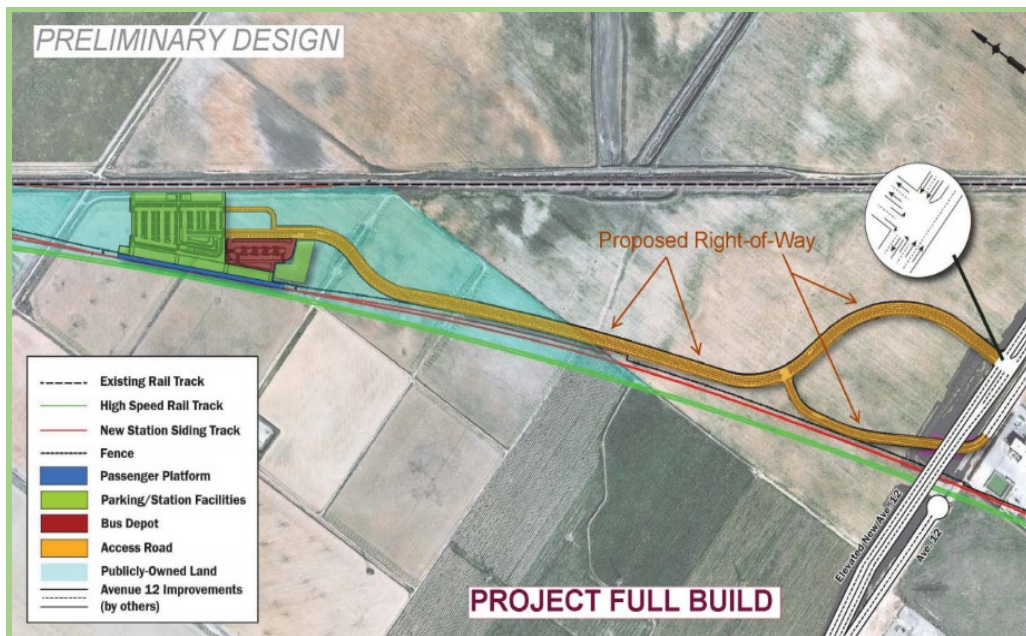


Figure 4-8 MADERA AMTRAK STATION RELOCATION



Source: San Joaquin Joint Powers Authority presentation, July 23, 2021

Figure 4-9 MADERA STATION FULL BUILD



Source: San Joaquin Joint Powers Authority presentation, July 23, 2021



## PUBLIC TRANSIT INTERFACE

Using various types of transportation modes is sometimes necessary to complete a trip whether for commuting, medical, shopping, recreational or social purposes. Transit operators in Madera County strive to deliver a seamless and expeditious trip as their systems interface with other modes, including transit, the personal automobile, carpooling, rail, bicycling and walking.

The Madera Intermodal Center, located at 123 “E” Street in Downtown Madera, serves as a hub for travelers and transit providers and link commuters to other forms of transportation. Direct connections and transfers can be made to Metro, Madera Dial-A-Ride, MCC, MCC Madera Dial-A-Ride, Greyhound, and Madera Cab Company. Dial-A-Ride and taxi services are available to the Madera Amtrak station. The station also provides public telephones, snacks, and restroom facilities.

Park-and-ride lots also are facilities that provide important connections with various transportation modes, whether carpooling or using public transportation. There are three existing park-and-ride lots in Madera County at the intersections of SR 41 and Road 200, SR 41 and SR 145, and at SR 41 and Avenue 10 interchange. A new County park-and-ride lot also is located adjacent to the Oakhurst library.

Facilities that can help transit commuters combine transportation modes include bike racks on buses, park-and-ride lots, bike lockers and racks at transit stops, intermodal stations, and multi-modal parking facilities that can accommodate bikes, vans, buses, motorcycles, and automobiles.

## CHALLENGES AND OPPORTUNITIES FACING PUBLIC TRANSPORTATION

### Transit and Impact of Covid-19 Pandemic

The transit industry worldwide has experienced an unprecedented ridership decline due to the pandemic. Beginning in the latter half of FY 2019/20, the COVID-19 pandemic resulted in significant declines in ridership and farebox revenue. In many instances, transit operators strove to retain operations staff despite adopting a reduced schedule, resulting in significant changes to many cost-related performance metrics. While infusion of funding through the CARES Act and other actions have mitigated some of the lost revenues, most transit programs have yet to return to pre-pandemic ridership and farebox levels. Madera County transit operators will be challenged to ensure safe, reliable, and quality services can be provided to return to pre-pandemic ridership levels.

### Farebox Recovery

Prior to the Covid-19 pandemic, many operators faced significant challenges in meeting the State farebox recovery ratio requirement, calling into question whether it remains the best measure for compliance with the Transportation Development Act. AB 90 offers much-needed relief from requirements for these years affected by the COVID-19 pandemic while TDA reform continues to be discussed.

AB 90, passed by the State legislature in June 2020, includes the following provisions specific to transit operator funding through the TDA:

1. It prohibits the imposition of the TDA revenue penalty on an operator that does not maintain the required ratio of fare revenues to operating cost during FY 2019/20 or FY 2020/21.

2. It requires the Controller to calculate and publish the allocation of transit operator revenue-based funds made pursuant to the State Transit Assistance (STA) Program for FY 2020/21 and FY 2021/22 based on the same individual operator ratios published by the Controller in a specified transmittal memo and would authorize the Controller to revise that transmittal memo, as specified. It requires the Controller to use specified data to calculate those individual operator ratios. Upon allocation of the transit operator revenue-based funds to local transportation agencies pursuant to this provision, the Controller will publish the amount of funding allocated to each operator.
3. It exempts an operator from having to meet either of the STA efficiency standards for FY 2020/21 and FY 2021/22 and authorizes the operator to use those funds for operating or capital purposes during that period requires the Controller to allocate State of Good Repair (SGR) program funding for FY 2020/21 and FY 2021/22 to recipient transit agencies pursuant to the individual operator ratios published in the above-described transmittal memo.
4. It requires the Controller to allocate Low Carbon Transit Operations Program (LCTOP) funding for FY 2020/21 and FY 2021/22 to recipient transit agencies pursuant to the individual operator ratios published in the above-described transmittal memo.

AB 90 included provisions from FY 2019/20 through FY 2020/21. AB 149 was subsequently passed in July 2021 that includes provisions to extend the farebox recovery exemptions and specified relief from STA eligibility standards through July 1, 2026.

#### Transition to Electric Vehicles and Electric Infrastructure

A technology revolution is underway as public transit operators transition to clean electric vehicles and develop supporting infrastructure. The number of battery-electric transit buses is estimated to have grown over 112% from 2018 to 2021, and California leads the nation with almost 1,400 vehicles. The California Air Resources Board’s Innovative Clean Transit regulation adopted in December 2018 mandates that all transit buses be zero emission by 2040. Purchase requirements for this transition began in 2023 for large operators. For small operators with under 100 buses, 25% of new purchases must be electric starting in 2026 reaching 100% by 2029.

Madera County transit operators must prudently plan for the transition to electric vehicle purchases and electric infrastructure development. Most importantly, adequate funding must be secured as the cost of electric vehicles is notably higher than gas and diesel vehicles.

#### Emerging Transit Technologies

The public transit industry has unique opportunities to look to future trends and their potential impacts on transit. Transit must recognize and be aligned with new technologies and the private sector to remain competitive.

Microtransit or flexible routing, first/last mile connections, shared electric vehicle programs, autonomous vehicles, and optimized services through public-private partnerships, including transportation network companies, are examples of rapidly changing mobility alternatives. Future advancements in fare and scheduling technologies, electric vehicles and infrastructure, and multi-modal mobility hubs are further examples of changes that will contribute to new transit opportunities and an evolving transportation network.

## SUMMARY OF RECENT ACCOMPLISHMENTS

A number of major public transit milestones have been reached in Madera County, changing the way in which transit services are delivered in the region. Key accomplishments are described below.

### City of Madera

Madera Metro inaugurated its new Transit Facility in the fall of 2020. Metro is also completing a Madera Transit Plan by Spring 2022. The Plan evaluates Metro’s fixed-route and demand-response services and propose changes to streamline and reorient existing routes and increase service frequencies.

This past year, the City of Madera improved its bus shelters and amenities. New reflective signage was added at stops throughout the City detailing the route number, direction, bus stop ID, and accessibility of the stop, as well as promoting new Metro branding.

### City of Chowchilla

CATX continues to maintain a reliable fleet of vehicles with none older than five years old. CATX also updated its dispatch software system, installed its own dedicated server and installed a repeater tower for cameras and radios.

### Madera County

The County consolidated its transit services under one third-party contractor, Fresno EOC, in FY 2019/20. This is resulting in greater operating and maintenance efficiencies and cost savings. The contractor now operates in the County’s renovated Transit Administration office located at the County Road Yard with ample office space and parking for vehicles, employees, and visitors.

The County improved its fleet with the procurement of six new MCC buses, one Senior Bus, and one Escort van. Bus stop signs were improved with updated logos. A new park-and-lot was developed in Oakhurst near Oakhurst Community College and the Oakhurst library. The County also completed both Phases 1 and 2 of improvements to the Bus Maintenance Shelter or “Bus Barn” located adjacent to the Transit Administration Office in 2017. The enclosed bus shelter with bathroom facilities has a capacity for three buses.

All County transit services responded quickly to new Covid-19 restrictions. Strict safety measures were implemented, including driver testing, multiple daily cleaning of vehicles and office space, and limiting the seating and distancing of passengers.

The County updated its transit website at mcctransit.com to General Transit Feed Specification (GTFS) that allows publishing of MCC data to be accessed for a variety of software applications.

## Chapter 5 – Performance Evaluation

This section reviews the performance of Madera County’s transit operators to ensure services are being provided efficiently and effectively. Transit operators must continually monitor service performance and be responsive to community mobility needs.

### PERFORMANCE INDICATORS

Key performance or productivity indicators are used to evaluate public transit operations and how successful they are at meeting accepted performance standards. These indicators allow transit operators to evaluate specific routes and services and overall operations and promote informed decisions. They include the following:

- ❖ Passengers per Revenue Hour
- ❖ Passengers per Revenue Mile
- ❖ Cost per Passenger
- ❖ Cost per Revenue Hour
- ❖ Cost per Revenue Mile
- ❖ Subsidy Per Passenger
- ❖ Farebox Recovery Ratio

Acceptable levels of performance depend on a number of operating factors. These include the type of service, ridership characteristics, vehicle capacity, trips lengths, urban or rural service area, geographic, dispersion of origins and destinations, and intra-city versus inter-city. Increases in passengers per hour, passengers per mile, and farebox return indicate positive productivity while decreases in cost indicators show increased efficiency.

### RIDERSHIP AND PERFORMANCE TREND

#### Madera Metro (Metro)

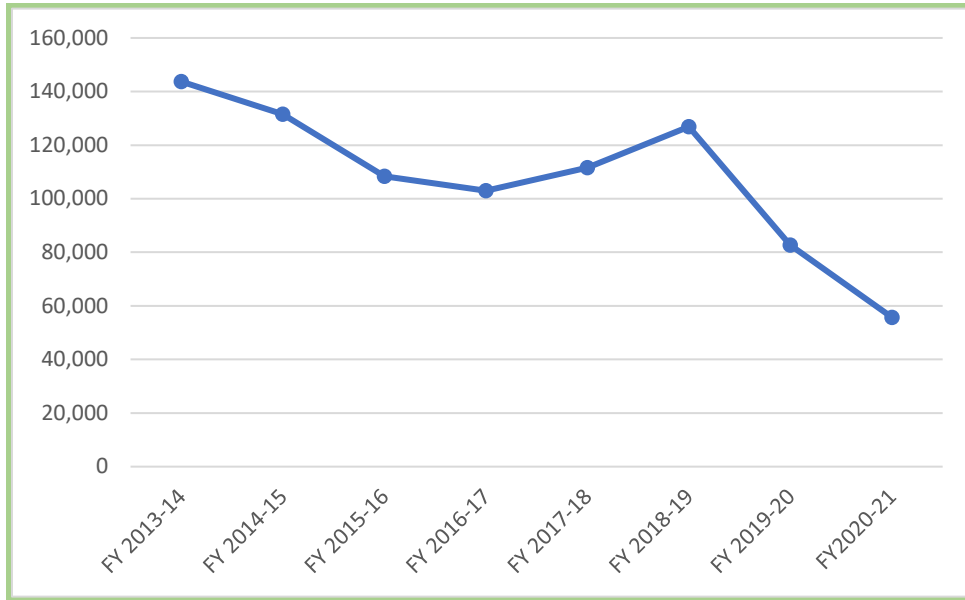
As shown on Table 5-1 and Figure 5-1, Metro transported a total of 55,734 riders in FY 2020/21 and 143,710 in FY 2013-14. This represents a 61.2% decrease in ridership primarily due to the pandemic. In FY 2018/19, Metro transported a total of 126,868 riders, only a 11.7% decrease from FY 2013/14. Additionally, ridership increased by over 8,000 riders in FY 2017/18 and 15,000 in FY 2018/19.

As of FY 2020/21, Metro carried 3.45 passengers per hour and 0.26 passengers per mile. The operating cost per hour was \$82.13. The system did not have a farebox recovery rate as fares have been waived since the onset of the pandemic. The cost per passenger was \$23.83.

Table 5-1 MADERA COUNTY TRANSIT RIDERSHIP FY 2013/14 – FY 2020/21

SYSTEM	FISCAL YEAR								% CHANGE 13/14 - 18/19	% CHANGE 18/19 - 20/21
	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21		
Madera Metro	143,710	131,493	108,391	103,002	111,564	126,868	82,716	55,734	-11.7%	-56.1%
Madera Dial-A-Ride	36,662	40,505	39,146	35,661	32,224	43,860	12,755	4,345	19.6%	-90.1%
CATX	13,962	14,851	11,855	11,442	15,337	17,027	12,079	7,563	22.0%	-55.6%
MCC	23,763	22,063	20,409	22,986	26,532	27,010	19,885	13,695	13.7%	-49.3%
MCC Madera Dial-A-Ride	NA	NA	NA	NA	NA	NA	2,714	2,479	NA	NA
MCC Chowchilla Dial-A-Ride	NA	NA	NA	NA	NA	NA	196	214	NA	NA
Senior Bus & Escort Service	4,486	3,949	3,707	4,145	4,504	4,348	2,295	2,210	-3.1%	-49.2%
<b>TOTAL</b>	<b>222,583</b>	<b>212,861</b>	<b>183,508</b>	<b>177,236</b>	<b>190,161</b>	<b>219,113</b>	<b>132,640</b>	<b>86,240</b>	<b>-1.6%</b>	<b>-60.6%</b>

Figure 5-1 MADERA METRO RIDERSHIP FY 2013/14 – FY 2020/21



### Madera Dial-A-Ride

Dial-A-Ride carried a total of 43,860 riders in FY 2018/19 compared to 36,662 riders in FY 2013/14, as shown in Figure 5-2. This represents a 19.6% increase in passengers. In FY 2020/21, Dial-A-Ride carried a total of 4,345 riders, representing a decrease in passengers of 90.1% from FY 2018/19 primarily attributable to the pandemic. Table 5-3 shows that in FY 20/21 Dial-A-Ride transported 1.45 passengers per hour at an operating cost of \$249.97 per hour. Demand-response services typically are more costly to operate than fixed-route systems, and this is reflected in the DAR cost per passenger of \$172.36. It also should be noted that this is significantly higher than pre-pandemic levels.

Figure 5-2 MADERA DAR RIDERSHIP FY 2013/14 – FY 2020/21

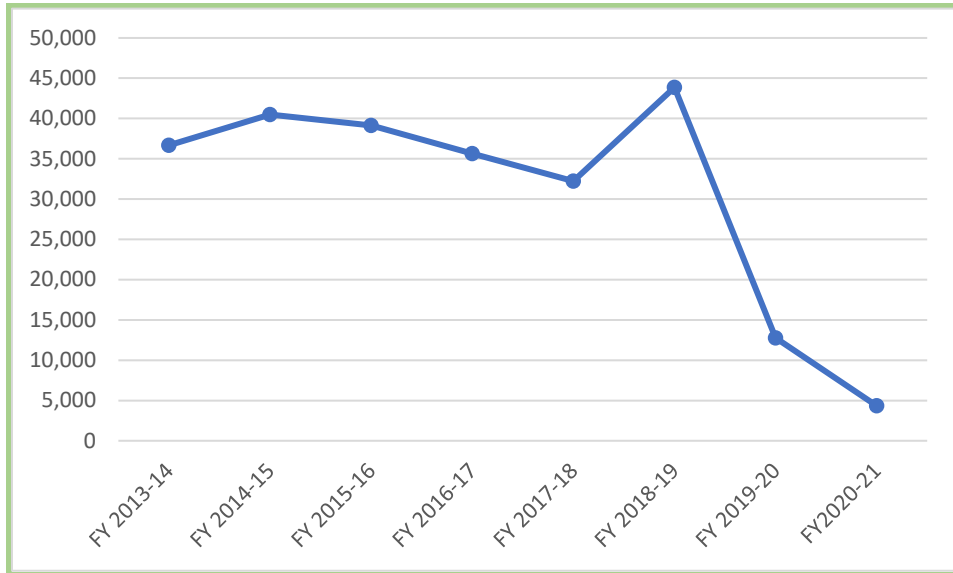
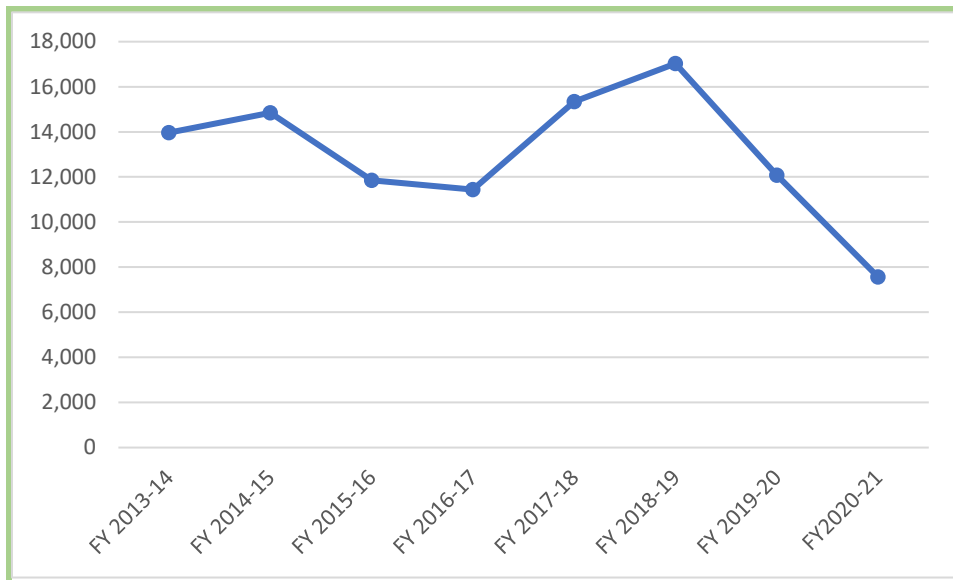


Figure 5-3 CATX RIDERSHIP FY 2013/14 – FY 2020/21



Chowchilla Area Express (CATX)

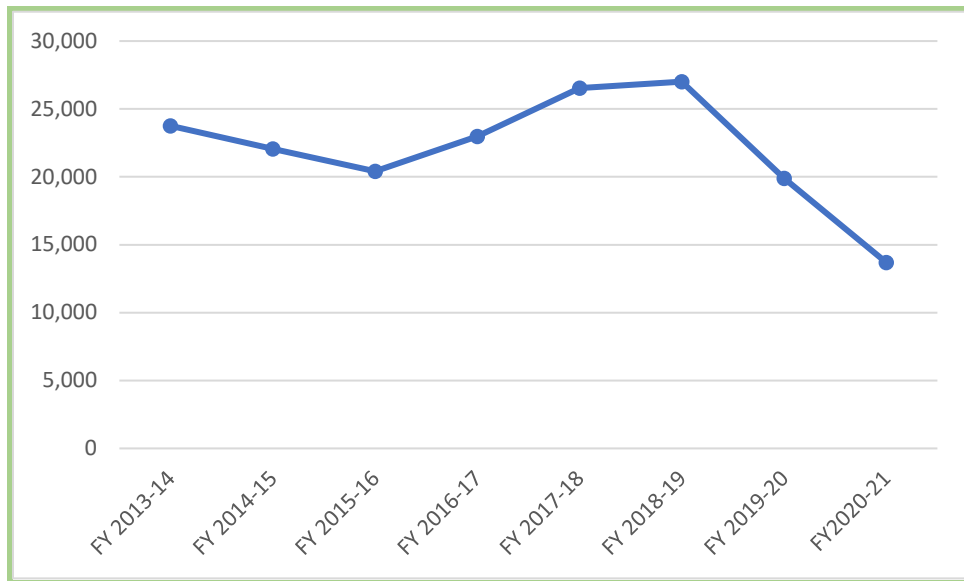
CATX transported 17,027 riders in FY 2018/19 compared to 13,962 in FY 2013/14. This represents a 22.0% increase in ridership. In FY 2020/21, CATX carried a total of 7,563 riders, representing a decrease in passengers of 55.6% from FY 2018/19. Figure 5-3 reflects the CATX annual ridership from FY 2013/14

through FY 2020/21. In FY 2020/21, CATX transported 5.27 passengers per hour at an operating cost of \$247.23 per hour. Cost per passenger was \$46.88 and farebox recovery was 4%.

**Madera County Connection (MCC)**

Madera County Connection transported 27,010 riders during FY 2018/19 compared to 23,763 passengers during FY 2013/14, as shown in Figure 5-4. This represents an increase of 13.7% ridership. In FY 2020/21, MCC transported 13,695 passengers, a decrease of 49.3%. Ridership statistics for FY 2020/21 show that MCC is transporting 1.79 passengers per hour. Table 5-3 indicates that the cost per passenger is \$48.51 and the operating cost per mile is \$3.06. The MCC farebox return rate is 4%.

Figure 5-4 MCC RIDERSHIP FY 2013 – 2020/21



**Eastern Madera County Senior Bus and Escort Service**

The Senior Bus and Escort Service transported a combined 4,348 riders in FY 2018/19 compared to 4,486 riders in FY 2013/14. This reflects a 3.1% decrease in Senior Bus and Escort Service ridership from FY 2013/14 to FY 2018/19, as shown in Figure 5-5. The Senior Bus and Escort Service transported a combined 2,210 riders in FY 2020/21, reflecting a ridership decrease of 49.2% from FY 2018/19 to FY 2020/21.

The FY 2020/21 comparative system indicators on Table 5-3 show that the Senior Bus carried approximately 1.81 passengers per hour at a cost of \$129.20 per hour. The Medical Escort Service carried approximately 0.89 passengers per hour at a cost of \$164.25 per hour. The Senior Bus and Escort Service farebox return in FY 2020/21 was 2% and 3%, respectively.



Figure 5-5 SENIOR BUS AND ESCORT PROGRAM FY 2013/14 – FY 2020/21

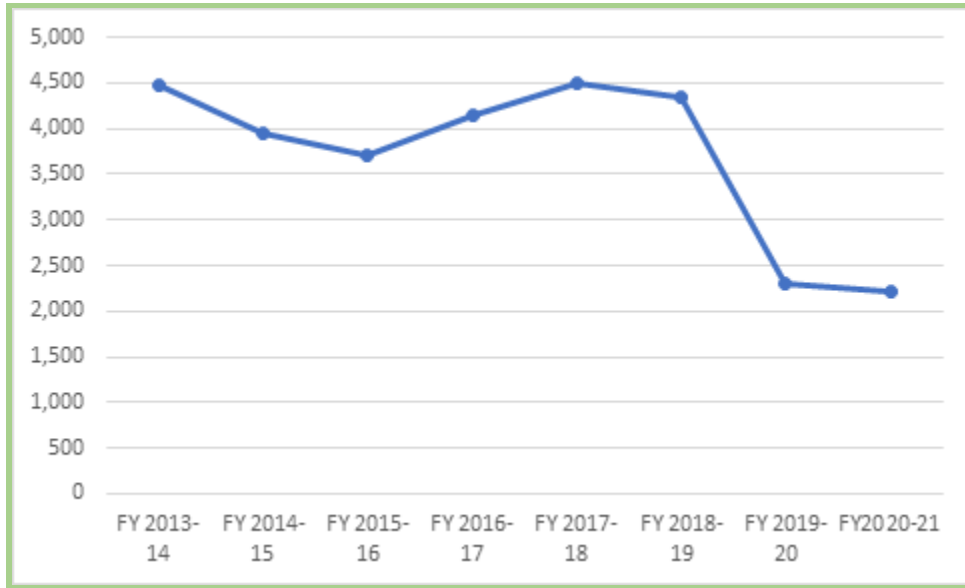


Table 5-2 SUMMARY OF TRANSIT SYSTEM STATISTICS FY 2020/21

INDICATOR	MADERA METRO	MADERA DAR	CATX	SENIOR BUS	ESCORT SERVICE	MCC FR	MCC DAR MADERA	MCC DAR CHOWCHILLA
PASSENGERS	55,734	4,345	7,563	1,923	287	13,695	2,479	214
REVENUE HOURS	16,171	2,996	1,434	1,061	321	7,665	1,487	74
REVENUE MILES	212,951	30,721	12,563	12,824	6,966	217,048	15,319	887
OPERATING COST	\$1,328,093	\$748,906	\$354,534	\$137,080	\$52,723	\$664,312	\$189,804	\$10,545
FARE REVENUE	\$0	\$0	\$14,192	\$2,885	\$1,440	\$23,304	\$1,121	\$429

Table 5-3 COMPARATIVE SYSTEM INDICATORS FY 2020/21

INDICATOR	MADERA METRO	MADERA DAR	CATX	SENIOR BUS	ESCORT SERVICE	MCC FR	MCC DAR MADERA	MCC DAR CHOWCHILLA
PASSENGERS / HOUR	3.45	1.45	5.27	1.81	0.89	1.79	1.67	2.89
PASSENGERS / MILE	0.26	0.14	0.60	0.15	0.04	0.06	0.16	0.24
OPERATING COST / HOUR	\$82.13	\$249.97	\$247.23	\$129.20	\$164.25	\$86.67	\$127.64	\$142.50
OPERATING COST / MILE	\$6.24	\$24.38	\$28.22	\$10.69	\$7.57	\$3.06	\$12.39	\$11.89
FAREBOX RECOVERY	N/A	N/A	4%	2%	3%	4%	1%	4%
COST / PASSENGER	\$23.83	\$172.36	\$46.88	\$71.28	\$183.70	\$48.51	\$76.56	\$49.28
SUBSIDY / PASSENGER	\$23.83	\$172.36	\$45.00	\$69.78	\$178.69	\$46.81	\$76.11	\$47.27

## Chapter 6 – Needs Analysis and Future Actions

This section identifies transit needs throughout Madera County. These needs must be identified to develop meaningful, realistic transportation solutions. This needs analysis is based on several studies and a variety of input, including:

- ❖ On-Board Ridership Surveys
  - Madera Metro On-Board Ridership Surveys
  - Chowchilla Area Transit Express On-Board Ridership Surveys
  - Madera County Connection On-Board Ridership Surveys
- ❖ MCTC Unmet Transit Needs Workshops and Public Hearings
- ❖ Public Feedback/Input
- ❖ Input from Key Agencies and Administrative and Transit Staff
- ❖ Madera County 2018 Regional Transportation Plan
- ❖ MCTC 2015 Human-Services Public Transit Coordinated Transportation Plan

Based on findings from the On-Board Surveys, transit workshop, administrative and transit staff input, the MCTC Unmet Transit Needs process, and technical studies, this section also summarizes countywide transit needs and issues, and recommends key actions to be taken over the next five years.

### ON-BOARD RIDERSHIP KEY SURVEY FINDINGS

In 2021, MCTC in collaboration with its member agencies, conducted a series of on-board ridership surveys on Madera Metro (Metro), Chowchilla Area Transit Express (CATX), Madera County Connection (MCC), MCC Madera Dial-A-Ride, Senior Bus, and Escort Service. Metro had a total of 35 responses, CATX collected 20, and MCC collected 39.

Metro conducted the survey from September 29 through October 13, 2021. During that time, there were 35 responses out of a total of 2,660 riders, giving a response rate of 1.32%. Specifically, there were 33 responses out of 2,526 riders on the fixed-route system, giving a response rate of 1.31%, and there were 2 responses out of 134 riders on the DAR system, giving a response rate of 1.49%.

CATX conducted the survey from October 11 through 15, 2021. During that time, there were 20 responses out of a total of 280 riders, giving a response rate of 7.14%.

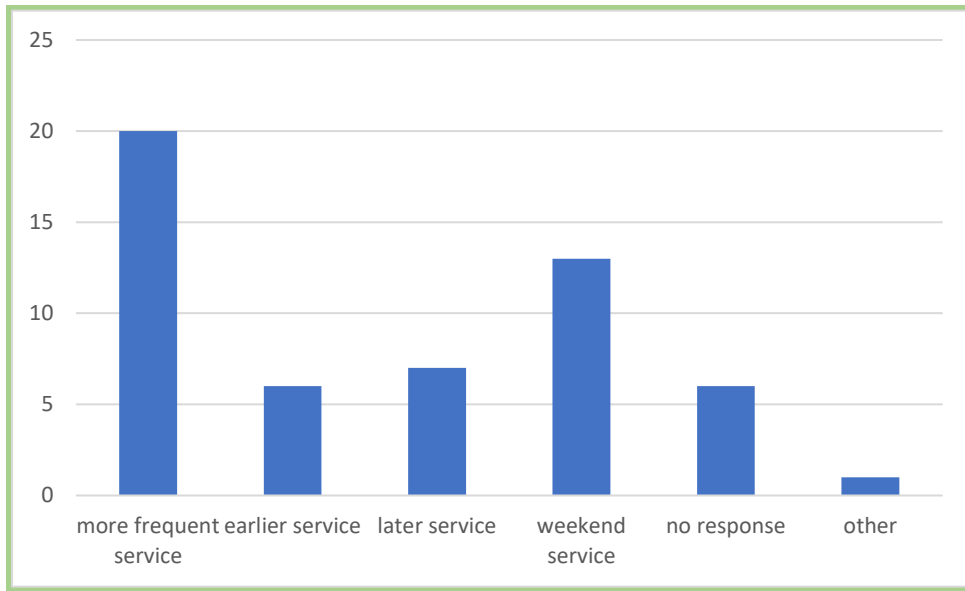
County services conducted the survey from September 29 through October 13, 2021. During that time, there were 39 responses out of a total 898 riders, giving a response rate of 4.34%.

The on-board survey findings generally indicate that the majority of riders are satisfied with the existing services. On a scale of one to five (with five representing the highest level of satisfaction), Metro received an overall satisfaction score of 4.1, CATX service received an overall satisfaction score of 4.6, MCC received an overall satisfaction score of 4.9, MCC Dial-A-Ride received an overall satisfaction score 4.9, and Senior Bus and Escort Service received an overall satisfaction score of 4.7.

Madera Metro “On-Board Ridership Survey” Findings

Madera Metro surveys show an overall satisfaction score of 4.1 (out of 5). Metro’s highest performing category was “Driver Courtesy” at 4.38. Metro’s lowest performing category was “On-Time Arrival” at 3.52. Additionally, the categories with the highest response rates were “Bus Comfort” and “On-Time Arrival” with 80% and 81% responding respectively. This implies that riders are most concerned in these categories, if only marginally. 24% of trips was for shopping, 22% for education, and 20% for work. When asked how they would have made the trip if Metro were unavailable, 37% indicated they would walk to their destination, and 34% indicated they would ride as a passenger. 60% of respondents use Metro daily, an increase from 52% from 2017. When asked which service improvement they would like to see implemented (Figure 6-1), 38% requested more frequent service and 25% indicated weekend service is needed. It should be noted individuals were allowed to select multiple improvements.

Figure 6-1 METRO DESIRED SERVICE IMPROVEMENTS

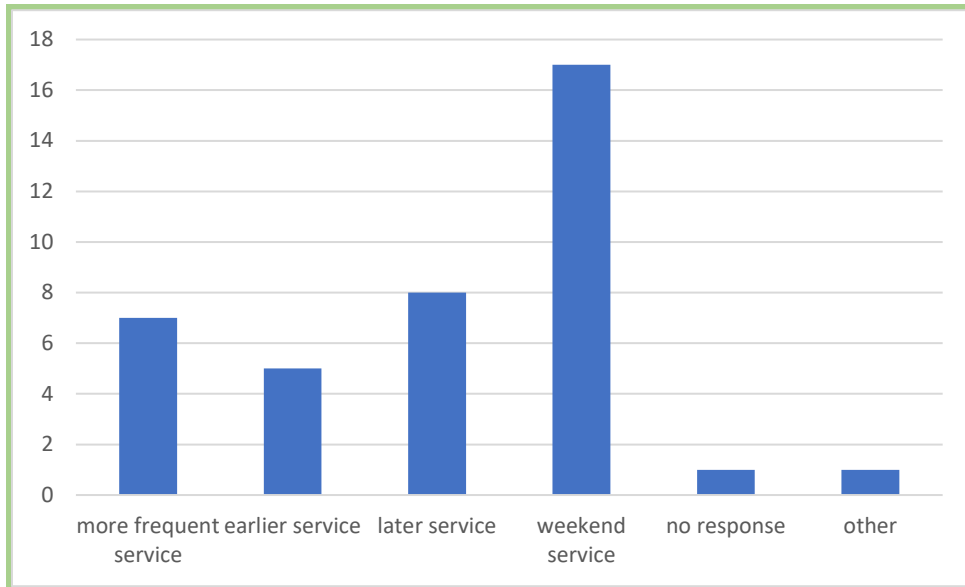


CATX “On-Board Ridership Survey” Findings

CATX surveys show an overall satisfaction score of 4.64 (out of 5). CATX’s highest performing category was “Information on Transit” at 4.94. CATX’s lowest performing category was “On-Time Arrival” at 4.28. Additionally, the categories with the highest response rates were “Bus Comfort” and “Driver Courtesy” with 95% responding for each. This implies that riders are most concerned for these categories, if only marginally. 35% of trips was for medical, and 35% was for shopping. When asked how they would have made the trip if CATX were unavailable, 48% indicated they would walk to their destination. 63% of respondents use CATX daily, an increase from 29% from 2017. When asked which service improvement

they would like to see implemented (Figure 6-2), 44% requested weekend service. It should be noted individuals were allowed to select multiple improvements.

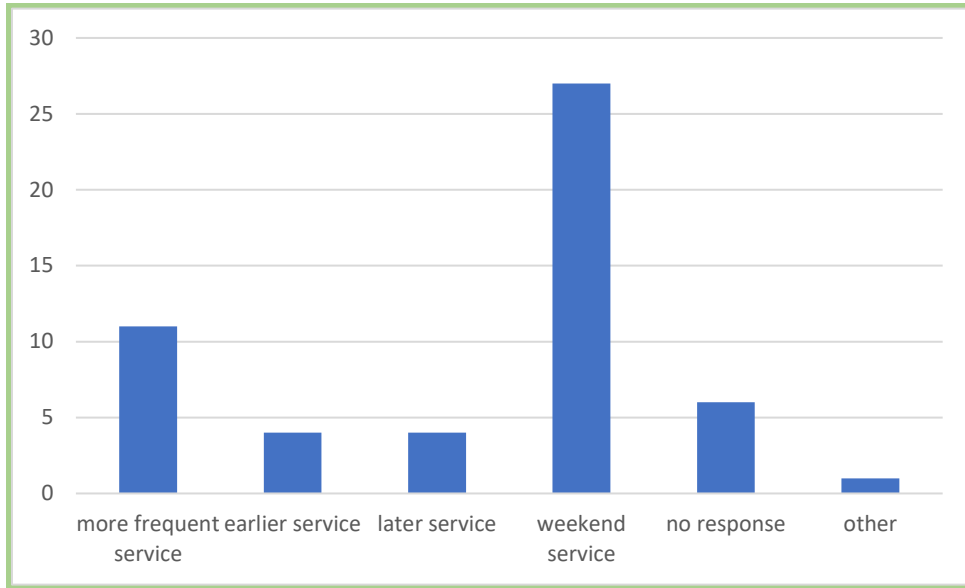
Figure 6-2 CATX DESIRED SERVICE IMPROVEMENTS



MCC Fixed-Route “On-Board Ridership Survey” Findings

MCC surveys show an overall satisfaction score of 4.91 (out of 5). MCC’s highest performing category was “Driver Courtesy” and “On-Time Arrival” with both at 4.94. MCC’s lowest performing category was “Bus Comfort” at 4.66. Additionally, the categories with the highest response rates were “Bus comfort,” “Safety” and “On-Time Arrival” with 89%, 90% and 89% responding respectively. This implies that riders are most concerned for these categories, if only marginally. 28% of trips was for recreation, and 23% was for other purposes. When asked how they would have made the trip if MCC were unavailable, 43% indicated they would ride as a passenger. 54% of respondents use MCC weekly. When asked which service improvement they would like to see implemented (Figure 6-3), 51% requested weekend service. It should be noted individuals were allowed to select multiple improvements.

Figure 6-3 MCC FIXED-ROUTE DESIRED SERVICE IMPROVEMENTS



#### MCC Madera Dial-A-Ride “On-Board Ridership Survey” Findings

MCC Madera Dial-A-Ride surveys show an overall satisfaction score of 4.94 (out of 5). MCC Madera DAR’s highest performing category was “On-Time Arrival” at 4.95. MCC Madera DAR’s lowest performing category was 4.85 shared between four categories. All categories had a 100% response rate. 40% of rides was for education, and 25% was for shopping. When asked how they would have made the trip if MCC Madera DAR were unavailable, 44% indicated they would take a taxi, and 31% indicated they would ride as a passenger. 60% of respondents use MCC Madera DAR daily, and 35% of respondents use MCC Madera DAR weekly. When asked which service improvement they would like to see implemented (Figure 6-4), 35% requested weekend service. It should be noted that individuals were allowed to select multiple improvements.

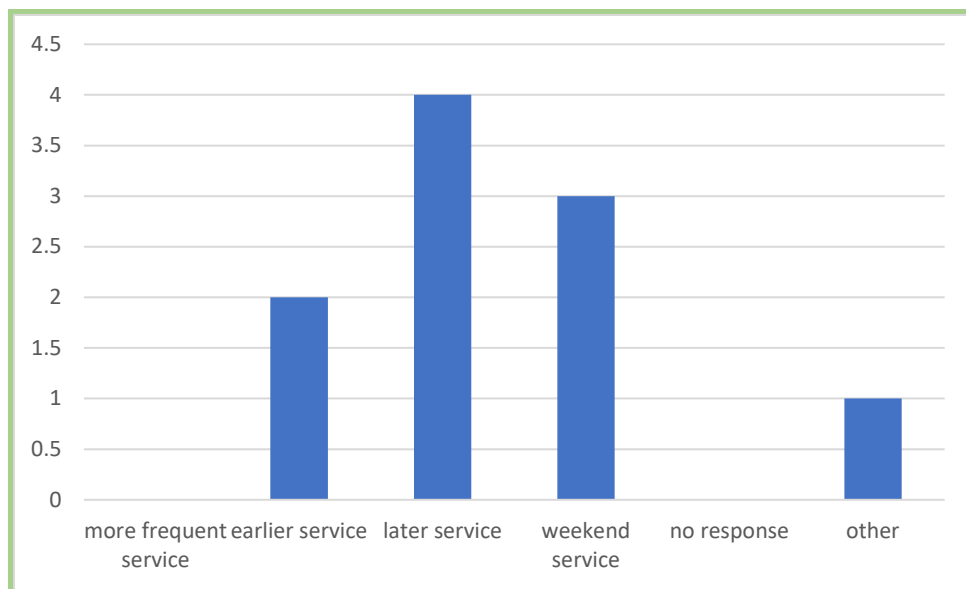
Figure 6-4 MCC MADERA DAR DESIRED SERVICE IMPROVEMENTS



Senior Bus and Escort Service “On-Board Ridership Survey” Findings

Senior Bus and Escort Service surveys show an overall satisfaction score of 4.67 (out of 5). Senior Bus and Escort Service’s highest performing category was “Driver Courtesy” and “Cleanliness” at 5.00. Senior Bus and Escort Service’s lowest performing category was “Dispatch” at 4.00. Inversely, all categories had a 100% response rate except “Dispatch.” Fifty percent of rides was for shopping, and 33% was for medical. When asked how they would have made the trip if Senior Bus or Escort Service were unavailable, answers were spread evenly across taxi, riding as a passenger, and walking. Notably, the most frequent response was “Would Not Go.” Fifty percent of respondents use Senior Bus or Escort Service weekly, and 33% of respondents use Senior Bus or Escort Service monthly. When asked which service improvement they would like to see implemented (Figure 6-5), 40% requested later service, and 30% requested weekend service. It should be noted individuals were allowed to select multiple improvements.

Figure 6-5 SENIOR BUS & ESCORT SERVICE DESIRED SERVICE IMPROVEMENTS



#### SUMMARY OF SURVEY FINDINGS

- ❖ **Overall Satisfaction is High Across All Transit Services:** The highest-ranking service was MCC Madera DAR at 4.94 followed closely by MCC fixed route at 4.91. Next was Senior Bus and Escort services at 4.67 with CATX at 4.64 and Metro at 4.1.
- ❖ **Most Common Trip Purposes:** Trip purpose varied depending on the service used: Metro’s main purposes were shopping, education, and work; CATX’s main purposes were medical and shopping; MCC Fixed Route’s main purposes were recreation and other purposes; MCC Madera DAR’s main purpose was education; and Senior Bus and Escort Service was mainly for shopping and medical.
- ❖ **Greatest Concerns when Riding:** The assumption made is that the higher the response rate for a specific service element, the greater the concern for it, good or bad, if only marginally. Metro’s relative greatest concerns were Bus Comfort and On-Time Arrival. CATX’s relative greatest concerns were Bus Comfort and Driver Courtesy. MCC fixed route’s relative greatest concerns were Bus Comfort, Safety, and On-Time Arrival. All elements of MCC Madera DAR were of equal concern. Senior Bus and Escort Service’s relative least concern was dispatch.
- ❖ **Improvements for Each Service:** Metro’s most desired improvements were more frequent service and weekend service. CATX’s most desired improvement was weekend service. MCC fixed route’s most desired improvement was weekend service. MCC Madera DAR’s most desired improvement was weekend service. Senior Bus and Escort Service’s most desired improvements were later service and weekend service.

Additional detailed survey findings by transit service are included in Appendix A.



## UNMET TRANSIT NEEDS WORKSHOPS AND PUBLIC HEARING

Unmet transit needs within Madera County are evaluated annually through the MCTC Social Services Transportation Advisory Council (SSTAC), as required by section 99401.5 of the Transportation Development Act (TDA). The purpose of the process is to solicit comments from the public on unmet transit needs that might be reasonable to meet within the City of Madera, City of Chowchilla, and the County of Madera. Recent requests, comments, and testimony provide invaluable citizen input in the development of this short-range transit plan.

The following summarizes comments received through the 2021 MCTC Unmet Transit Needs process:

### City of Madera

- ❖ Additional bus stops
- ❖ Additional shelters for bus stops
- ❖ Increased frequency

### County of Madera

- ❖ Increased frequency between La Vina and the City of Madera
- ❖ Installation of second bus stop in Fairmead

### Madera County Transportation Commission Findings

Based on recommendations from the SSTAC, the MCTC found that there are no unmet transit needs that are reasonable to meet in FY 2021/22 within the County of Madera and the Cities of Madera and Chowchilla.

## TRANSIT NEEDS AND ISSUES

### City of Madera

Since the previous SRTP, the City of Madera has made considerable progress in providing higher quality transit services to its residents. The City is exploring redesigning the Metro fixed-route system. It will be a two-part phase. The first phase will attempt to streamline all routes to increase frequency and coverage area. These routes will serve as a foundation or blueprint for designing phase two. The second phase will determine whether the streamlined routes will act as a satisfactory skeleton to add routes and services to or to redesign the entire fixed-route system.

The City of Madera should continue its efforts to improve its fixed-route system to ensure that public transit is accommodated, where possible, in existing and new developments. The City also should work to attract, hire, and retain staff to ensure full staff levels are achieved to operate planned system expansions.

A plan to smoothly transition to electric vehicles and electric infrastructure must be developed to address CARB Innovative Clean Transit requirements. This transition effort will require sound fiscal planning, identification of funding resources, and a phased approach.

As reflected in the MCTC's Unmet Transit Needs process, there is a need for continual improvements in frequency and increasing coverage. The City should ensure that its existing transit policies, including hiring

of bilingual personnel, driver sensitivity training, and compliance with the Americans with Disabilities Act (ADA) are enforced.

Growth in transit demand and the resulting expansion of the City’s transit services has translated into an increasing need for a reliable transit fleet. Fares and transfers should be coordinated with other transit operations, specifically MCC and CATX. Growing transit demand also will require that the City maximize all potential funding sources through prudent planning and operations. As part of an air quality non-attainment area, the City of Madera should continue to coordinate with the MCTC in efforts to promote public transit as a key transportation control measure.

Before the pandemic, Metro was struggling to meet the required 15% farebox recovery threshold. However, during the pandemic, fares were eliminated. Removal of fares was supplemented by temporary federal COVID relief funds. The City of Madera is intending to reintroduce fares at a reduced cost to incentivize ridership. Advertisements will be introduced to offset the costs of reduced fares. The goal is to increase ridership and, with it, farebox revenue. The City of Madera should continue to improve rider experience and target new riders in order to achieve the 15% farebox recovery threshold.

**Recommendations**

**Madera Metro**

- ❖ Install additional bus shelters at key locations.
- ❖ Undertake service evaluation on an ongoing basis.
- ❖ Increase service frequency when warranted.
- ❖ Reevaluate current fare structure and consider fare increases.
- ❖ Coordinate fares and transfers with other public transit operations.
- ❖ Implement the Metro Fleet Plan and undertake updates on a regular basis.
- ❖ Develop a plan to transition to electric vehicles and electric infrastructure.
- ❖ Coordinate with City Development Department for transit accommodations.
- ❖ Update transit information on City of Madera website on a regular basis.
- ❖ Undertake outreach and marketing on a regular basis to encourage mode choice ridership.
- ❖ Coordinate services with Madera Unified School District, businesses and organizations, and residents.

**Madera Dial-A-Ride**

- ❖ Improve on-time performance to reduce wait times.
- ❖ Reduce no-shows and late cancellations.
- ❖ Continue to promote the hiring of bilingual staff.
- ❖ Coordinate fares and transfers with other public transit operations.
- ❖ Update the Dial-A-Ride Fleet Plan on a regular basis.
- ❖ Coordinate with City Development Department for transit accommodations.
- ❖ Update transit information on City of Madera website on a regular basis.
- ❖ Collaborate with MCTC to develop countywide transit marketing information.
- ❖ Pursue consolidation of transit services, where feasible.

## TRANSIT NEEDS AND ISSUES

### City of Chowchilla

From the findings identified in the On-Board Ridership Survey, most CATX riders continue to desire more frequent service and weekend service. The City of Chowchilla is considering initiation of fixed-route service in the near future to streamline operations and increase frequency. While the ability to implement this has been greatly impacted by the pandemic, the City should continue to move forward with this plan and implement the required infrastructure changes to achieve this as much as they are able to.

The City of Chowchilla should assess the cost of initiating a Saturday service and more frequent days of operation. The CATX Fleet Plan should be updated to reflect any new changes and ensure expeditious fleet replacements and expansion. A plan to smoothly transition to electric vehicles and electric infrastructure must be developed to address CARB Innovative Clean Transit” requirements. This transition effort will require sound fiscal planning, identification of funding resources, and a phased approach. CATX should be marketed both within the City and comprehensively with other transit services on a regular basis. The City should coordinate with the MCTC to develop County-wide transit marketing information.

### Recommendations

#### Chowchilla Area Transit Express

- ❖ Evaluate potential for initiating Saturday service.
- ❖ Consider increased capacity to provide a higher level of service.
- ❖ Update the CATX Fleet Plan on a regular basis.
- ❖ Develop a plan to transition to electric vehicles and electric infrastructure.
- ❖ Develop and implement a marketing plan on a regular basis.
- ❖ Collaborate with MCTC to develop countywide transit marketing information.
- ❖ Pursue consolidation of transit services, where feasible.

## TRANSIT NEEDS AND ISSUES

### Madera County

Madera County has greatly improved its user accessibility with new online maps detailing routes and real-time schedules. Demand for transit services in rural pockets of the County continue to grow. The County must weigh this growing demand for transit service against actual need that translates to acceptable levels of performance.

Providing seamless service for County riders will require close coordination with Metro, Madera Dial-A-Ride, CATX and FAX operations. Transfers must be convenient, and fares must be reasonable. The County’s transit services also should be marketed comprehensively with other transit services. The County should coordinate with MCTC to develop countywide transit marketing information.

The County should continue to evaluate the need for bus stop and other capital improvements throughout its transit service areas. Based on projected ridership demand and identified capital needs, a multi-phased approach should be undertaken combined with identified funding. A plan to smoothly transition to electric vehicles and electric infrastructure must be developed to address CARB Innovative Clean Transit

requirements. This transition effort will require sound fiscal planning, identification of funding resources, and a phased approach. The County must ensure that requests for new transit service are carefully evaluated, given the long distances between key origins and destinations and the related high costs to implement these services. The potential for achieving economies of scale through the consolidation and/or coordination of services must be considered to prevent ineffective disparate services. For example, there may be potential to coordinate MCC, Senior Bus and Escort Program trips with connections at key transfer points.

## Recommendations

### Madera County Connection

- ❖ Evaluate the feasibility of initiating weekend service as a priority in the County's Service Improvement Plan.
- ❖ Expand service to underserved areas, as feasible.
- ❖ Implement the County's Bus Stop Improvement Plan.
- ❖ Coordinate fares and transfers with other public transit operators in Madera County and Fresno County.
- ❖ If MCC does not meet the 10% State Transportation Development Act (TDA) requirement, consider raising fares or restructuring with other Madera County transit services.
- ❖ Maintain the County's Transit Fleet Replacement Plan.
- ❖ Develop a plan to transition to electric vehicles and electric infrastructure.
- ❖ Install a bus washing system.
- ❖ Undertake fare media/payment improvements.
- ❖ Develop park-and-ride lots.
- ❖ Undertaken improvements to the Administration Office.
- ❖ Construct covered bus parking facilities with electric charging and solar enhancements.
- ❖ Consider implementation of ITS improvements.
- ❖ Provide transit information on the Madera County website and update on a regular basis.
- ❖ Implement the County's Transit Marketing Plan.
- ❖ Maintain an updated capital plan consistent with projected funding.
- ❖ Undertake incremental service growth based on defined criteria.
- ❖ Pursue consolidation of transit services, where feasible.

### Eastern Madera County Senior Bus, Escort Service, MCC Madera and Chowchilla Dial-A-Ride

- ❖ Expand service to underserved areas as feasible.
- ❖ Improve trip scheduling and dispatching procedures.
- ❖ Evaluate potential opportunities to reduce operating costs.
- ❖ Coordinate fares and transfers with other public transit operations.
- ❖ Maintain the County's Fleet Replacement Plan.
- ❖ Provide transit information on the Madera County website and update on a regular basis.
- ❖ Develop and implement a coordinated marketing plan on a regular basis.
- ❖ Collaborate with MCTC to develop countywide transit marketing information.
- ❖ Consider implementation of ITS improvements.

### Madera County Transportation Commission (MCTC)

The MCTC plays an important role in the implementation of public transit services, including allocating funding, transit planning, monitoring, public participation, and federal, state, and local compliance. As a regional transportation planning agency (RTPA), MCTC provides planning expertise and coordinates major transit planning efforts, public participation through its Social Services Transportation Advisory Council (SSTAC), and the annual unmet transit needs process. As an air quality non-attainment area, Madera County also must ensure that appropriate transportation control measures (TCM's), such as public transit, are promoted to reduce greenhouse gas emissions.

### Recommendations

- ❖ Update the Short-Range Transit Plan, Human-Services Public Transit Coordinated Transportation Plan, and Unmet Transit Needs process for Madera County as needed.
- ❖ Maintain existing mass transportation services and social service transportation as cost effectively as possible while meeting the demand for new services and identification of sufficient future funding.
- ❖ Collaborate with jurisdictions to develop countywide transit marketing information.
- ❖ Prepare claimant audits, fiscal and compliance audits, and Triennial Performance Audits.
- ❖ Attend local rail committee meetings to increase rail safety and ridership of Amtrak services.
- ❖ Attend Transit Advisory Board (TAB) meetings, as needed, to evaluate the public transit system and encourage public participation.
- ❖ Facilitate transit interface with other transit properties, park-and-ride lots, and other transportation modes, including passenger rail, bicycling, carpooling, etc., to encourage mass transportation usage.
- ❖ Encourage mass transportation as a method of minimizing traffic congestion and an environmental control measure to reduce emissions.
- ❖ Seek funding for transportation control measures as they pertain to mass transportation.
- ❖ Participate in high-speed rail planning.
- ❖ Continue to explore the expansion of vanpool services in Madera County.

## Chapter 7 – Financial Plan

This section presents a five-year operating and capital plan for Madera County transit operators for the period FY 2022/23 to FY 2026/27. Operating and capital budgets are based on projected revenue, service levels, and key recommended operational and capital improvements. The capital plan projects the cost of capital expenditures, including new and replacement vehicle purchases, transit-related amenities, such as benches and shelters, and infrastructure projects. These improvements respond to the findings from the Needs Assessment and identification of specific issues by each transit operation.

The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021. A total of \$39 billion is programmed for public transit. Final distribution of IIJA funds to Madera County have not yet been published and therefore are not reflected as revenue for County transit operators.

### PROJECTED REVENUE AND EXPENDITURES

A countywide total of \$43.0 million in public transit operating and capital expenditures is projected over the next five years. The City of Madera expenditures during this period are estimated at \$24.7 million or 57.4% of the total, the City of Chowchilla \$3.0 million or 7.0% of the total, and Madera County \$15.2 million or 35.3% of the total. Approximately 15.3% of transit revenue will be from State TDA funds and 41.5% from federal funds, and the balance of 43.2% will be from local, other State and regional funds, and fares.

### CAPITAL PLAN

Table 7-1 reflects the capital requirements of each public transit operator based on current fleets and planned improvements over the next five years. A total of thirteen buses and five bus shelters are planned for Metro, and five buses for Madera Dial-A-Ride to maintain and improve service. Another capital expenditure is installation of electric fleet infrastructure.

The City of Chowchilla plans to purchase one new bus, replace four buses, and three bus shelters. Madera County plans to purchase a total of twelve vehicles for MCC and the Senior Bus/Escort Service, including electric vehicles. Other improvements include bus stop improvements, bus yard and administration office improvements, electric infrastructure, bus washing facilities, park-and-ride lots, ITS and fare payment improvements, and security enhancements.

Projected capital costs for Metro and Madera Dial-A-Ride from FY 2022/23 to FY 2026/27 is \$9,585,000. During this same period, capital costs are estimated at \$680,000 for the City of Chowchilla, and \$6,215,000 for the County of Madera.

Table 7-1 CAPITAL PLAN FY 2022/23 – FY 2026/27

		FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Total
<b>CITY OF MADERA</b>							
<b>Metro</b>							
	Replacement Buses		5	6	2		13
	Bus Shelters	5					5
<b>DAR</b>							
	Replacement Buses	1	2	1		1	5
<b>Misc. Capital Projects</b>							
	Installation of EV Infrastructure		X				
<b>CITY OF CHOWCHILLA</b>							
<b>CATX</b>							
	Replacement Buses	2		1		1	4
	New Buses	1					1
	Bus Shelters	2				1	3
	Installation of EV Infrastructure				X		
<b>COUNTY OF MADERA</b>							
<b>MCC</b>							
	Replacement Buses			3	3		6
	New Buses				1		1
	Bus Shelters	11	1				12
	Solar Bus Parking Structure		X				
<b>Senior Bus/Escort</b>							
	Replacement Buses	1	1	1		1	4
	New Buses				1		1

#### CITY OF MADERA FINANCIAL PLAN

The City of Madera Financial Plan, as shown on Table 7-2, reflects a FY 2022/23 combined Metro and Dial-A-Ride operating and capital budget of \$4,790,000. Five-year total operating and capital costs are projected at \$24,725,000.

This plan addresses fleet expansion and replacement, and the need for additional bus shelters for Metro passengers. Over the next five years, a total of 13 Metro replacement buses and five Dial-A-Ride replacement buses are projected.

#### CITY OF CHOWCHILLA FINANCIAL PLAN

As shown on Table 7-3, the CATX operating and capital budget in FY 2022/23 is estimated at \$630,000 reaching a five-year total of \$3,010,000. A total of five vehicles are projected over the next five years (four replacement and one new).

#### MADERA COUNTY FINANCIAL PLAN

Madera County's Financial Plan, shown on Table 7-4, includes the operating expenses of MCC, the Senior Bus and Escort Program, MCC Madera DAR, and MCC Chowchilla DAR. The combined FY 2022/23 operating budgets of these systems is projected at \$1,095,000 for MCC, \$165,000 for the Senior Bus and Escort Program, \$175,000 for MCC Madera DAR, and \$10,000 for MCC Chowchilla DAR. Total operating and capital costs for County transit services are estimated at \$15,235,000 over the next five years.

#### SUMMARY OF COUNTY-WIDE OPERATING AND CAPITAL BUDGETS

Table 7-5 shows that total operating costs for all Madera County transit systems are projected at \$26,490,000 from FY 2022/23 to FY 2026/27. Countywide capital costs are estimated at \$16,480,000 for a total five-year operating and capital expenditure of \$42,970,000.



Table 7-2 CITY OF MADERA FINANCIAL PLAN FY 2022/23 – FY 2026/27

	PROJECTED					
	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Total (5 years)
<b>EXPENSES</b>						
Operating	\$2,850,000	\$2,880,000	\$2,960,000	\$3,110,000	\$3,265,000	\$15,065,000
Metro						
DAR						
Marketing & Outreach			\$75,000			\$75,000
Total Operating	\$2,850,000	\$2,880,000	\$3,035,000	\$3,110,000	\$3,265,000	\$15,140,000
Capital						
Metro Buses	\$1,485,000	\$380,000	\$1,885,000	\$1,695,000	\$1,810,000	\$7,255,000
DAR Buses	\$455,000	\$420,000		\$255,000		\$1,130,000
EV Infrastructure		\$1,200,000				\$1,200,000
Other Capital						
Total Capital	\$1,940,000	\$2,000,000	\$1,885,000	\$1,950,000	\$1,810,000	\$9,585,000
<b>Total Expenses</b>	<b>\$4,790,000</b>	<b>\$4,880,000</b>	<b>\$4,920,000</b>	<b>\$5,060,000</b>	<b>\$5,075,000</b>	<b>\$24,725,000</b>
<b>REVENUE</b>						
State LTF	\$1,940,000	\$1,990,000	\$1,985,000	\$2,070,000	\$2,045,000	\$10,030,000
State STA	\$570,000	\$570,000	\$575,000	\$580,000	\$580,000	\$2,875,000
SB-1 State of Good Repair (SGR)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
LCTOP	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$400,000
FTA – Section 5307	\$1,835,000	\$1,875,000	\$1,910,000	\$1,950,000	\$1,990,000	\$9,560,000
FTA – Section 5339	\$155,000	\$155,000	\$160,000	\$165,000	\$165,000	\$800,000
FTA – CARES Act						
Fares						
Metro	x	x	x	x	x	x
DAR	x	x	x	x	x	x
Measure T Transit Enhancement	\$110,000	\$110,000	\$110,000	\$115,000	\$115,000	\$560,000
<b>Total Revenue</b>	<b>\$4,790,000</b>	<b>\$4,880,000</b>	<b>\$4,920,000</b>	<b>\$5,060,000</b>	<b>\$5,075,000</b>	<b>\$24,725,000</b>

Table 7-3 CITY OF CHOWCHILLA FINANCIAL PLAN FY 2022/23 – FY 2026/27

	PROJECTED					
	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Total (5 years)
<b>EXPENSES</b>						
<b>Operating</b>						
CATX	\$440,000	\$450,000	\$455,000	\$480,000	\$505,000	\$2,330,000
<b>Total Operating</b>	\$440,000	\$450,000	\$455,000	\$480,000	\$505,000	\$2,330,000
<b>CAPITAL</b>						
CATX Buses	\$100,000	\$150,000	\$150,000		\$30,000	\$430,000
EV Infrastructure				\$115,000		\$115,000
Other Capital Projects	\$90,000	\$10,000			\$35,000	\$135,000
<b>Total Capital</b>	\$190,000	\$160,000	\$150,000	\$115,000	\$65,000	\$680,000
<b>Total Expenses</b>	\$630,000	\$610,000	\$605,000	\$595,000	\$570,000	\$3,010,000
<b>REVENUE</b>						
State LTF	\$350,000	\$330,000	\$325,000	\$310,000	\$275,000	\$1,590,000
State STA	\$135,000	\$135,000	\$135,000	\$135,000	\$140,000	\$680,000
SB-1 State of Good Repair (SGR)	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$100,000
LCTOP	\$15,000	\$15,000	\$15,000	\$15,000	\$20,000	\$80,000
FTA - Section 5311	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$350,000
FTA - CRRSAA						
Fares						
CATX	\$20,000	\$20,000	\$20,000	\$25,000	\$25,000	\$110,000
Measure T Transit Enhancement	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$100,000
<b>Total Revenue</b>	\$630,000	\$610,000	\$605,000	\$595,000	\$570,000	\$3,010,000

Table 7-4 COUNTY OF MADERA FINANCIAL PLAN FY 2022/23 – FY 2026/27

	PROJECTED					
	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Total (5 years)
<b>EXPENSES</b>						
<b>Operating</b>						
MCC	\$1,095,000	\$1,335,000	\$1,440,000	\$1,550,000	\$1,670,000	\$7,090,000
MCC – Madera DAR	\$175,000	\$185,000	\$195,000	\$205,000	\$215,000	\$975,000
MCC – Cho DAR	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
Senior Bus	\$125,000	\$130,000	\$140,000	\$145,000	\$155,000	\$695,000
Medical Escort	\$40,000	\$40,000	\$40,000	\$45,000	\$45,000	\$210,000
<b>Total Operating</b>	<b>\$1,445,000</b>	<b>\$1,700,000</b>	<b>\$1,825,000</b>	<b>\$1,955,000</b>	<b>\$2,095,000</b>	<b>\$9,020,000</b>
<b>CAPITAL</b>						
Vans	\$55,000		\$185,000	\$190,000	\$195,000	\$625,000
Buses		\$715,000	\$1,225,000			\$1,940,000
Bus Shelters	\$395,000					\$395,000
Other Capital Projects	\$2,255,000	\$500,000	\$500,000			\$3,255,000
<b>Total Capital</b>	<b>\$2,705,000</b>	<b>\$1,215,000</b>	<b>\$1,910,000</b>	<b>\$190,000</b>	<b>\$195,000</b>	<b>\$6,215,000</b>
<b>Total Expenses</b>	<b>\$4,150,000</b>	<b>\$2,915,000</b>	<b>\$3,735,000</b>	<b>\$2,145,000</b>	<b>\$2,290,000</b>	<b>\$15,235,000</b>
<b>REVENUE</b>						
State LTF	\$520,000	\$220,000	\$330,000	\$205,000	\$255,000	\$1,530,000
State STA	\$550,000	\$575,000	\$605,000	\$635,000	\$670,000	\$3,035,000
LCTOP	\$290,000	\$310,000	\$85,000			\$685,000
FTA – Section 5307		\$1,080,000	\$1,950,000	\$620,000	\$650,000	\$4,300,000
FTA – Section 5311	\$390,000	\$410,000	\$430,000	\$450,000	\$475,000	\$2,155,000
FTA – Section 5339		\$45,000	\$45,000	\$50,000	\$50,000	\$190,000
Fares	\$35,000	\$35,000	\$40,000	\$40,000	\$40,000	\$190,000
Prop 1B Transit Capital						
PTMISEA	\$1,925,000					\$1,925,000
SB1-GR	\$440,000	\$130,000	\$135,000	\$145,000	\$150,000	\$1,000,000
Measure T Transit Enhancement		\$110,000	\$115,000			\$225,000
<b>Total Revenue</b>	<b>\$4,150,000</b>	<b>\$2,915,000</b>	<b>\$3,735,000</b>	<b>\$2,145,000</b>	<b>\$2,290,000</b>	<b>\$15,235,000</b>

Table 7-5 COUNTYWIDE OPERATING AND CAPITAL BUDGETS FY 2022/23 – FY 2026/27

		PROJECTED					
		FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY26/27	Total (5 years)
<b>OPERATING</b>							
<b>City of Madera</b>		\$2,850,000	\$2,880,000	\$2,960,000	\$3,110,000	\$3,265,000	\$15,065,000
	Metro						
	DAR						
	Intermodal Operating						
	Service to College						
	New Transit Facility Operating						
	Marketing & Outreach			\$75,000			\$75,000
	<b>Total</b>	\$2,850,000	\$2,880,000	\$3,035,000	\$3,110,000	\$3,265,000	\$15,140,000
<b>Chowchilla/CATX</b>		\$440,000	\$450,000	\$455,000	\$480,000	\$505,000	\$2,330,000
<b>County of Madera</b>							
	MCC	\$1,095,000	\$1,335,000	\$1,440,000	\$1,550,000	\$1,670,000	\$7,090,000
	MCC – Madera DAR	\$175,000	\$185,000	\$195,000	\$205,000	\$215,000	\$975,000
	MCC – Cho DAR	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
	Senior Bus	\$125,000	\$130,000	\$140,000	\$145,000	\$155,000	\$695,000
	Medical Escort	\$40,000	\$40,000	\$40,000	\$45,000	\$45,000	\$210,000
	<b>Total</b>	\$1,445,000	\$1,700,000	\$1,825,000	\$1,955,000	\$2,095,000	\$9,020,000
	<b>TOTAL OPERATING</b>	\$4,735,000	\$5,030,000	\$5,315,000	\$5,545,000	\$5,865,000	\$26,490,000
<b>CAPITAL</b>							
<b>City of Madera</b>							
	Metro Buses	\$1,485,000	\$380,000	\$1,885,000	\$1,695,000	\$1,810,000	\$7,255,000
	DAR Buses	\$455,000	\$420,000		\$255,000		\$1,130,000
	EV Infrastructure		\$1,200,000				\$1,200,000
	Other Capital						
	<b>Total</b>	\$1,940,000	\$2,000,000	\$1,885,000	\$1,950,000	\$1,810,000	\$9,585,000
<b>City of Chowchilla</b>							
	CATX Buses	\$430,000					\$430,000
	Other Capital Projects	\$100,000			\$115,000	\$35,000	\$250,000
	<b>Total</b>	\$530,000			\$115,000	\$35,000	\$680,000
<b>County of Madera</b>							
	MCC Vehicles	\$55,000	\$715,000	\$1,410,000	\$190,000	\$195,000	\$2,565,000
	Other Capital Projects	\$2,650,000	\$500,000	\$500,000			\$3,650,000
	<b>Total</b>	\$2,705,000	\$1,215,000	\$1,910,000	\$190,000	\$195,000	\$6,215,000
	<b>TOTAL CAPITAL</b>	\$5,175,000	\$3,215,000	\$3,795,000	\$2,255,000	\$2,040,000	\$16,480,000
<b>TOTAL OPERATING AND CAPITAL</b>		\$9,910,000	\$8,245,000	\$9,110,000	\$7,800,000	\$7,905,000	\$42,970,000

## Chapter 8 –Transit Funding Sources

This section presents an overview of existing and potential key transit funding sources that support Madera County transit services.

Public transit services in Madera County are supported by a variety of funding sources, including:

- ❖ Federal Transit Administration (FTA)
  - Sections 5310, 5311, 5339 and 5307 Funds
  - Bus and Bus Facilities Grants
  - Coronavirus Aid, Relief, and Economic Security (CARES) Act
  - Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)
  - Infrastructure Investment and Jobs Act
- ❖ Congestion Mitigation and Air Quality (CMAQ) Program
- ❖ State Transportation Development Act Funds
  - Local Transportation Funds (LTF)
  - State Transit Assistance (STA)
- ❖ State of Good Repair (SGR)
- ❖ Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)
- ❖ Low Carbon Transit Operations Program (LCTOP)
- ❖ Measure T – Local Sales Tax
- ❖ San Joaquin Valley Air Pollution Control District (SJVAPCD)
- ❖ Farebox Revenue

Other sources of funds have or are being used to enhance public and social service transit services in the County, including federal Congestion Mitigation and Air Quality (CMAQ) funds and Federal Transit Administration Section 5310 funds earmarked for special needs of elderly and disabled persons.

### FEDERAL

#### Federal Transit Administration (FTA)

The FTA provides federal funds for improvements in rural and urban transit operations. These funds may be used for operations and maintenance, including preventive maintenance, paratransit service, leasing of equipment or facilities, safety equipment and facilities, facilities that incorporate community services such as daycare and health care, and transit enhancements.

FTA Section 5307 is a formula grant program providing capital and operating assistance and transportation related planning to urbanized areas, including the City of Madera and Madera County. A total of \$2,282,000 in Section 5307 funds is available during FY 2021/22.

FTA Section 5311 funds are available annually to public transportation projects in non-urbanized areas. The County of Madera and City of Chowchilla annually submit a Regional Program of Projects to the MCTC to reflect eligible projects. This list is then compiled at the State level into a Statewide Program of Projects. A total of \$455,000 in Section 5311 funds is available to public transit agencies during FY 2021/22.

FTA Section 5310 assists private non-profit organizations in the purchase of vehicles and related equipment to provide transportation services that meet the special needs of elderly and disabled persons. MCTC assists local non-profit agencies seeking these funds. County public transit operators also may apply for these funds if they meet the grant eligibility requirements.

FTA Section 5339 makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment. The City of Madera, City of Chowchilla, and County of Madera are all eligible for this funding type. The rural Section 5339 Discretionary program is administered by Caltrans through a competitive process and requires a fifteen percent local match for buses and a twenty percent local match for other bus and bus facilities related projects. A total of \$193,000 in Section 5339 urban area formula funds is available in FY 2021/22.

FTA Bus and Bus Facilities Program makes funding available to states, designated recipients, and local governmental entities that operate fixed route bus service to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low- or no-emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program, the Low- or No-Emission Vehicle Program, provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles. Eligible activities include capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

#### Coronavirus Aid, Relief, and Economic Security (CARES) Act

The Coronavirus Aid, Relief, and Economic Security (CARES) Act provides emergency assistance and health care response for individuals affected by the pandemic. The FTA allocated \$25 billion to recipients of urbanized area and rural area formula funds, with \$22.7 billion to large and small urban areas and \$2.2 billion to rural areas. Funding will be provided at a 100% federal share, with no local match required, and will be available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to the pandemic.

Operating expenses incurred beginning on January 20, 2020, for all rural and urban recipients, even those in large urban areas, are also eligible, including operating expenses to maintain transit services as well as paying for administrative leave for personnel due to reduced operations during an emergency. CARES funds were disbursed through FTA apportionments to its Urbanized Area (Section 5307) and Rural Formula (Section 5311) programs.

#### Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021

On December 27, 2020, President Trump signed the Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) Act (Pub. L. No. 116-260) into law. The CRRSAA Act authorizes \$900 billion in supplemental appropriations for pandemic relief, \$14 billion of which will be allocated to support the transit industry during the health emergency. The \$14 billion in supplemental funds were distributed as follows:

- ❖ \$13.26 billion for urbanized areas (Section 5307 formula grants)
- ❖ \$678.2 million for rural areas and tribes (Section 5311 formula grants)

- ❖ \$50 million for Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310 formula grants)

The supplemental funding will be provided at 100% federal share, with no local match required.

Infrastructure Investment and Jobs Act (IIJA)

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs (IIJA) Act (Pub. L. No. 117-58) into law. The IIJA authorizes \$1.2 trillion over a decade. Of that, about \$550 billion is new spending on the following:

- ❖ \$110 billion on roads and bridges
- ❖ \$73 billion on power infrastructure
- ❖ \$66 billion on passenger/freight rail
- ❖ \$65 billion on broadband
- ❖ \$55 billion on drinking water
- ❖ \$50 billion on western water storage
- ❖ \$39 billion on public transit
- ❖ \$25 billion on airports
- ❖ \$21 billion on purification of water & soil
- ❖ \$17 billion on port infrastructure
- ❖ \$15 billion on electric vehicles
- ❖ \$11 billion on transportation safety programs

The remaining amount is regularly authorized spending. As of January 2022, there has been no appropriations or guidance released yet. MCTC staff will monitor developments and respond accordingly.

Congestion Mitigation and Air Quality (CMAQ) Program

The CMAQ program funds transportation projects or programs that will contribute to attainment of national ambient air quality standards, with a focus on ozone, PM-10, and their precursors. Project planning or other development activities that lead directly to construction of facilities, alternative fuel vehicles, or new services and programs that have a positive air quality impact qualify for CMAQ funding.

Historically, CMAQ funds have been used by Madera County public transit operators to fund vehicles and start-up operations. The amount of CMAQ funds programmed annually fluctuates depending upon specific operating and capital needs. It is assumed that CMAQ will continue to remain a viable funding source under the new Infrastructure Investment and Jobs Act federal transportation authorization bill.

STATE

State Transportation Development Act (TDA)

The Transportation Development Act has been a stable source of public transit funding since 1972. The TDA provides funding for transit through Local Transportation Funds (LTF) and State Transit Assistance Funds (STA). LTF funds, derived from a ¼ cent of the general sales tax collected statewide, are available for transit operations and street and road purposes. The LTF has been in existence since 1972. STA, created in 1979, is generated from statewide sales tax on diesel fuel.

The LTF is distributed to each city and the unincorporated areas based on population. In Madera County, LTF may be used for both transit and street and road purposes, if transit needs are reasonably met. The fluctuation in annual LTF generally reflects economic conditions. STA must be used for transit purposes



only and generally are more unpredictable than LTF. In FY 2021/22, the countywide LTF allocation is just over \$4.55 million while the STA allocation is \$1.38 million.

#### State of Good Repair (SGR) – Senate Bill 1

Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017, and created the State of Good Repair transit program.

#### Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)

Voters passed Proposition 1B in 2006 authorizing the issuance of \$19.925 billion in State general obligation bonds for specific transportation purposes over ten years. Several programs were created, including two for public transportation projects, including the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) and the Transit System Safety, Security and Disaster Response Account (TSSDRA) for allocation to eligible public transportation projects.

Caltrans administers PTMISEA funds which can be used for transit capital projects for rehabilitation, safety, or modernization improvement; capital service enhancement or expansion; new capital projects; bus rapid transit improvement; or rolling stock procurement, rehabilitation, expansion, or replacement. The PTMISEA program will close out projects in June 2023. The TSSDRA program now closed out, provided funds for projects that increase protection against a security and safety threat and was managed by the California Office of Emergency Services (Cal OES).

#### Low Carbon Transit Operations Program (LCTOP)

LCTOP was created to provide capital and operating assistance to transit agencies with the goal of reducing Greenhouse Gas (GHG) emissions and improving mobility. Service areas in the Madera Region serve Disadvantaged Communities (DAC) which means at least 50% of the total monies received shall be expended on projects that provide a direct, meaningful, and assured benefit to DACs. Senate Bill 862, which established the Transit, Affordable Housing, and Sustainable Communities Program, continuously appropriates five percent of annual auction proceeds in the Greenhouse Gas Reduction Funds for LCTOP.

The amount awarded for the FY 2020-21 Low Carbon Transit Operations Program for the Madera Region is \$168,166.

### LOCAL

#### Measure T - Local Sales Tax for Transportation

Local sales tax revenues provide the largest single source of funding to most state and local governments. In 2006, Madera County voters approved Measure T, a 20-year half-cent transportation sales tax measure which is projected to raise over \$200 million in revenue through 2027. Besides Madera County, a number of other counties have implemented sales tax increases for transportation purposes.

Two percent of Measure T proceeds are allocated to the Transit Enhancement Program. The program provides supplemental support to public transit systems in the County. The measure is scheduled to sunset in 2027. Efforts to renew the sales tax measure are underway.

### San Joaquin Valley Air Pollution Control District (SJVAPCD)

The SJVAPCD is the designated air district for the eight-county non-attainment area that includes San Joaquin, Stanislaus, Merced, Madera, Kings, Kern (Valley portion), Fresno, and Tulare Counties. SJVAPCD makes funds available for projects that reduce vehicles trips and improve air quality.

### Fare Revenue

Fares collected by transit services in Madera County are used to help offset operating expenses. The City of Madera Metro service must meet a minimum fare box recovery ratio of 15% to comply with TDA regulations. Other operators in Madera County strive to recover a minimum of ten percent of their operating expenses from fares to comply with State TDA farebox requirements and maintain eligibility. However, since the onset of the pandemic, fares have not been collected by Madera Metro, and the State TDA farebox requirements have been temporarily suspended.

There has been discussion about modifying or removing the State farebox requirements. After a year-long effort, the California Transit Association’s Transportation Development Act Reform Task Force unveiled a draft concept framework for possible legislative revisions to the 1971 law. They are as follows:

1. Retains TDA’s current farebox recovery requirements as an important data set for policymakers at all levels. The ratios would be targets that all transit agencies should strive to hit.
2. Removes financial penalties associated with missing farebox recovery requirements for all agencies.
3. Adjusts some aspects of the farebox recovery ratio definitions for the numerator and denominator; and lowers the basic targets to better reflect current goals and objectives for public transit; and to more realistically accommodate today’s most pressing transit challenges and unfunded mandates.
4. Requires that agencies that miss their required farebox recovery for three years in a row be given the option in year four to either: 1) develop and submit an action plan to its regional transportation planning agency (RTPA) that details the steps it will take to meet its farebox recovery requirement; or, 2) develop new targets, in collaboration with its RTPA, that monitor the transit agency’s contribution to local, community, regional, or statewide goals.

#### OTHER FUNDING SOURCES

Other funding opportunities are available through programs described above and other agencies that support public transportation. Caltrans, for example, provides funding for a variety of regional and agency planning grants.

Specifically, the Caltrans Sustainable Transportation Planning Grant program provides funding through two programs--Sustainable Communities Grants for local and regional planning, and Strategic Partnership Grants to address statewide, interregional, or regional transportation deficiencies on the State highway system with sub-category planning funds to address multimodal transportation deficiencies. Training, technical assistance, and research grants also are available through the Rural Transit Assistance Program (RTAP).

## Chapter 9 – Transit Marketing Strategies

Marketing plays an integral role in increasing public awareness of transit services and attracting and maintaining ridership. Madera County transit operators must ensure that their services are effectively marketed on a continuous basis. A transit system's ability to inform riders of available services and to provide incentives to ride by offering dependable service will result in loyalty and increased patronage. Key marketing objectives therefore are to:

- ❖ Promote an understanding of services being offered
- ❖ Increase public acceptance
- ❖ Provide quality services
- ❖ Developing effective ongoing outreach and targeted marketing tools

Transit systems must recognize their target market and environs and design appropriate marketing tools to fit their needs. Like many other rural counties, transit systems in Madera County have limited staff and marketing budgets and contract out many of its services. This frequently means less effort is spent on marketing. Marketing and outreach activities in Madera County are conducted independently by each transit system. Given the variety of transit services offered in the County, however, there is a growing need to integrate marketing concepts and collaborate on outreach efforts. While marketing and public outreach is particularly important when implementing new services and/or changing existing services, marketing should be undertaken on a regular basis.

### MARKETING STRATEGIES

Transit marketing encompasses a number of key elements. As described below, these include system identity, passenger information, advertising, targeted marketing and outreach, and special promotions. Effective marketing must combine these elements to attract both non-choice (those who have no other transportation mode) and choice riders, to convey how to use transit services, and to maintain ridership.

#### System Identity

- ❖ Name and Logo
- ❖ Buses
- ❖ Bus Stop Signage
- ❖ Shelter Signage
- ❖ Marketing Materials

A system identity is important in establishing a “product brand name” that is easily recognized. Transit systems have the advantage of using their buses to advertise throughout the community. Bus stop signs and shelters provide opportunities to advertise through consistent use of a system's name, logo, route information, and telephone number. All marketing materials also should integrate the same logo and color scheme.

## Passenger Information

Passenger information can be conveyed by a variety of means, as listed below. All passenger transit information should reflect the transit agency name and logo for easy recognition by the general public. This includes carrying the system's color scheme throughout the printed materials and electronic media.

- ❖ Updated Website(s) and Apps
- ❖ Wide Distribution Network
- ❖ Telephone Information
- ❖ System Schedules
- ❖ Bus Stops and Key Locations

All transit operators in Madera County currently provide information about transit services on their websites and with printed system schedules. Further, Madera County MCC schedules are provided in real-time at [mcctransit.com](http://mcctransit.com) and comprehensive user-friendly information and rider alerts about its transit services are provided. Telephone information should be consistent. Bus stops and other key locations are being used by Madera County operators to assist riders and to advertise services.

The nationwide 511 Traveler Information Service is available in the Madera County region, providing cellular phone users with direct access to information on local transit options. MCTC staff will continue to coordinate with local agency staff and the Valley-wide 511 group as the system continues to evolve.

## Advertising

There are a number of methods that can be used to advertise transit services, as shown below. Many of these approaches can be costly (i.e., newspaper, radio, and direct mail) while some (social media pages, newsletters, bulletin boards, utility bill inserts, public service announcements) are free.

- ❖ Paid Advertising (newspaper, radio)
- ❖ Non-Paid Advertising (social media pages, community newsletters, community bulletin boards, utility bill insert/message)
- ❖ Radio Public Service Announcements
- ❖ Direct Mail Distribution

Transit agencies in Madera County have used many of the above methods but not on a regular basis. Each agency, at a minimum, should develop a plan to regularly schedule specific low-cost marketing efforts, including ads in the local newspapers, free public service announcements, and distribution of fliers in utility bills. New and expanding transit services will require separate advertising campaigns and more frequent efforts.

## Targeted Marketing and Outreach

Targeted marketing and outreach focus an agency's effort on reaching its appropriate audience. An agency that understands its existing rider composition can begin to reach out to similar patrons, but also can target new riders as well. Marketing efforts and campaigns should be designed to reach specific targeted audiences. For example, commuters will be interested in making trips to and from work on time and learning about potential employee/employer tax deductions. Social service agencies and their clients

may be more interested in accessing social service sites and the cost of transit trips. Marketing and outreach should be maximized to attract these potential “targeted” clients.

- ❖ Commuters
- ❖ Major employers
- ❖ Seniors
- ❖ Disabled persons
- ❖ Social Service Agencies and Client
- ❖ Disadvantaged persons
- ❖ College/Adult Students
- ❖ Elementary/Secondary/High School Students

### Special Promotions

Transit agencies can implement special promotions at any time during the year to promote new services, changes in existing services, and special events, or to simply boost public awareness. These special promotions can be marketed and advertised using any of the advertising methods discussed above.

- ❖ Transit Week Free Ride Promotion
- ❖ Try Transit Free Ride Promotions
- ❖ Joint Promotion with Businesses and Major Employers
- ❖ Special Events Promotion
- ❖ Ticket and Pass Sales Promotions

Transit services have been promoted at various special events, including health and library fairs throughout the County and school district events, parades, etc. All Madera County transit systems should continue to take advantage of these types of special promotions.

### Coordinated Approach

The growth of public transportation in Madera County has resulted in the need for coordination between transit operators to ensure seamless trips for County residents and to ensure a consistent message is delivered. This in turn means that marketing can be maximized not only through individual transit system efforts but through joint efforts as well. For example, transit materials, such as schedules, brochures, fliers, etc. can provide telephone numbers and route information and transfers times for connecting transit systems.

As the systems evolve, more comprehensive joint marketing and outreach efforts can be undertaken. The MCTC web site currently provides a comprehensive listing of public transit services in Madera County, with key links and additional information on Amtrak, Greyhound, and taxicab services. MCTC has also developed a Coordinated Transportation Plan, which includes an extensive list of both public and private transportation providers.

## Chapter 10 – Public Participation

### MCTC PUBLIC PARTICIPATION PROCESS

The SRTP is specifically designed to respond to diverse public transportation needs throughout Madera County. This effort is undertaken using an effective public participation process that includes outreach efforts to a broad representation of groups within the community, including disadvantaged and low-income, minority populations, elderly, disabled, Native Americans, community-based organizations, and those with limited English proficiency. The approach utilized by the MCTC is comprehensive, collaborative, continuous, and well documented, as described below.

#### Unmet Transit Needs Process

Local Transportation Funds in Madera County may be expended on both public transportation and streets and roads projects. Priority for these projects, however, must first be given to public transportation. Once public transportation projects have been reasonably met, available LTF may then be used for streets and roads projects. As a regional transportation planning agency, the MCTC must comply with Section 99401.5 of the California Public Utilities Code regarding unmet transit needs. The MCTC must make a finding after holding a public hearing that there are no unmet public transportation needs within Madera County that can be reasonably met before it may approve Local Transportation Fund claims for streets and roads.

The MCTC 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. The MCTC definition of the term “reasonable to meet” is applied to all related public or specialized transportation services that:

- ❖ Are feasible
- ❖ Have community acceptance
- ❖ Serve a significant number of the population
- ❖ Are economical
- ❖ Can demonstrate cost effectiveness by having a ratio of fare revenues to operating cost at least equal to 10%.

The term “reasonable to meet” also applies to all service requests that do not abuse or obscure the intent of such transportation services once they are established. MCTC is in the process of updating its definition of “unmet transit needs” to improve its identification of County-wide transit needs.

#### Social Service Transportation Advisory Council

The Social Service Transportation Advisory Council’s (SSTAC) role is to aid the MCTC Policy Board in the review of transit issues with an emphasis on the annual identification of unmet transit needs within Madera County. These may include the needs of transit dependent and transit-disadvantaged persons, persons with disabilities, and persons of limited means. The SSTAC was established consistent with State Law (SB 498, Chapter 673, 1987) that mandates the purpose and minimum membership of this body.



The purpose of the SSTAC is to:

1. Annually participate in identification of transit needs (Unmet Transit Needs Public Hearing Process)
2. Annually review and recommend actions by the MCTC Policy Board for the area within Madera
3. County, which finds by resolution:
  - a. There are no unmet transit needs,
  - b. There are no unmet transit needs that are reasonable to meet, or
  - c. There are unmet transit needs that are reasonable to meet.
4. Advise MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.

MCTC staff and the SSTAC work together in a cooperative effort to present its recommendation to the Policy Board concerning the “unmet transit needs” in Madera County. MCTC collaborates with SSTAC in the update of the SRTP. The needs identified at the MCTC public hearing, particularly those that may be reasonable to meet, are addressed in the SRTP and a recommended timeline developed to address the needs.

#### TRANSIT ADVISORY BOARD (TAB)

A citizen TAB meets on a quarterly basis to evaluate the City of Madera’s public transit services. The TAB helps monitor and makes recommendations to the Madera City Council to improve existing transit services. Public opinion concerning the transit system is routinely elicited at the TAB meetings. Membership of the Committee is as follows:

- ❖ Representatives from the general public (transit service consumers)
- ❖ Representatives from the operations/management
- ❖ MCTC staff representative
- ❖ Representative from the business community
- ❖ City of Madera management staff


#### GENERAL PUBLIC PARTICIPATION PROCESS




MCTC is committed to public involvement in transportation planning activities. MCTC encourages public input in the planning process to ensure that the community’s needs are met. Engaging the public early and often in the process of planning and decision making is critical to the success of any transportation plan or program.


In 2020, MCTC amended the Public Participation Plan (PPP) consistent with the requirements of the Fixing America’s Surface Transportation (FAST) Act. The PPP details MCTC’s public participation policy with respect to FAST Act, the Brown Act, the Americans with Disabilities Act, and Environmental Justice considerations. A copy of the Public Participation Plan is available upon request from the MCTC offices or on MCTC’s website.

## Appendix A – On-Board Survey Results

English





Please help improve transit services by answering this survey and returning the form as you leave the bus. If you have already filled out this form, you do not need to fill out another. You can also take the online version by scanning the QR code in the corner or typing in the link <https://www.surveymonkey.com/r/5L2MXW9> All responses are confidential. Thank you!

1. Which transit service are you using today?
 

<input type="checkbox"/> Madera Metro (Metro)	<input type="checkbox"/> MCC Madera Dial-A-Ride (DAR)
<input type="checkbox"/> City of Madera Dial-A-Ride (DAR)	<input type="checkbox"/> MCC Chowchilla Dial-A-Ride (DAR)
<input type="checkbox"/> Madera County Connection (MCC)	<input type="checkbox"/> Eastern Madera Senior Bus (Senior Bus)
<input type="checkbox"/> Chowchilla City Bus (CATX)	<input type="checkbox"/> Eastern Madera County Medical Escort Van (Escort Service)
2. Which city or area of the county do you currently reside in? \_\_\_\_\_
3. If applicable, what stop did you board this bus today? \_\_\_\_\_
4. If applicable, what stop will you be getting off this bus? \_\_\_\_\_
5. What is the main purpose of your trip?
 

<input type="checkbox"/> Work	<input type="checkbox"/> School/College	<input type="checkbox"/> Shopping
<input type="checkbox"/> Medical	<input type="checkbox"/> Recreation	<input type="checkbox"/> Other _____
6. How often do you ride the bus?
 

<input type="checkbox"/> Daily (3-6 days/week)	<input type="checkbox"/> Weekly (1-2 days/week)
<input type="checkbox"/> Monthly (1-3 days/month)	<input type="checkbox"/> This is my first trip
7. Do you have a car for this trip?
 

<input type="checkbox"/> Yes	<input type="checkbox"/> No
------------------------------	-----------------------------
8. How would you have made this trip if a bus were not available?
 

<input type="checkbox"/> Drive alone	<input type="checkbox"/> Bike	<input type="checkbox"/> Walk
<input type="checkbox"/> Taxi	<input type="checkbox"/> Get a Ride	<input type="checkbox"/> Other _____
9. Since the pandemic began, do you feel the transit services you use are clean and safe?
 

<input type="checkbox"/> Yes	<input type="checkbox"/> No
------------------------------	-----------------------------
10. What sanitary improvements would you recommend? \_\_\_\_\_
11. Please rank on a scale of 1-5 (1 = poor; 5 = excellent) several service elements:
 

a) Bus Comfort	1	2	3	4	5
b) Driver Courtesy	1	2	3	4	5
c) Dispatch Services	1	2	3	4	5
d) Bus Safety	1	2	3	4	5
e) Bus Cleanliness	1	2	3	4	5
f) On-time Arrival of Bus	1	2	3	4	5
g) Information about Transit	1	2	3	4	5
h) Overall Satisfaction	1	2	3	4	5
12. What improvements would you like to see?
 

<input type="checkbox"/> More frequent service	<input type="checkbox"/> Earlier service	<input type="checkbox"/> Later service
<input type="checkbox"/> Weekend service	<input type="checkbox"/> Other (specify) _____	
13. Are you a veteran?
 

<input type="checkbox"/> Yes	<input type="checkbox"/> No
------------------------------	-----------------------------
14. Do you have a disability that limits driving?
 

<input type="checkbox"/> Yes	<input type="checkbox"/> No
------------------------------	-----------------------------
15. What is your gender?
 



<input type="checkbox"/> Male	<input type="checkbox"/> Female
-------------------------------	---------------------------------
16. Are you:
 


<input type="checkbox"/> Employed full-time	<input type="checkbox"/> Employed part-time	<input type="checkbox"/> Student
<input type="checkbox"/> Retired	<input type="checkbox"/> Not employed	
17. What is your ethnicity?
 


<input type="checkbox"/> White	<input type="checkbox"/> Black/African American	<input type="checkbox"/> American Indian
<input type="checkbox"/> Hispanic	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Other
18. What is the estimated annual income of all members in your household?
 

<input type="checkbox"/> Less than \$10,000	<input type="checkbox"/> \$10,000-\$19,999	<input type="checkbox"/> \$20,000-\$29,999
<input type="checkbox"/> \$30,000-\$39,999	<input type="checkbox"/> \$40,000-\$49,999	<input type="checkbox"/> More than \$50,000

Spanish





Por favor ayude a mejorar los servicios de tránsito respondiendo esta encuesta y devolviendo el formulario al bajar del autobús. Si ya ha llenado este formulario, no es necesario que complete otro. **Todas las respuestas son confidenciales. ¡Gracias!**

- ¿Qué servicio de transporte público utiliza hoy?
 

<input type="checkbox"/> Madera Metro (Metro)	<input type="checkbox"/> MCC Madera Dial-A-Ride (DAR)
<input type="checkbox"/> Ciudad de Madera Dial-A-Ride (DAR)	<input type="checkbox"/> MCC Chowchilla Dial-A-Ride (DAR)
<input type="checkbox"/> Madera County Connection (MCC)	<input type="checkbox"/> Eastern Madera Senior Bus (Senior Bus)
<input type="checkbox"/> Chowchilla City Bus (CATX)	<input type="checkbox"/> Eastern Madera County Medical Escort Van (Escort Service)
- ¿En qué ciudad o área del condado vive actualmente? \_\_\_\_\_
- ¿Si es aplicable, en qué parada subiste a este autobús hoy? \_\_\_\_\_
- ¿Si es aplicable, en qué parada se bajará de este autobús? \_\_\_\_\_
- ¿Cuál es el propósito principal de su viaje?
 

<input type="checkbox"/> Trabajo	<input type="checkbox"/> Colegio	<input type="checkbox"/> Compras
<input type="checkbox"/> Medico	<input type="checkbox"/> Recreación	<input type="checkbox"/> Otro _____
- ¿Con qué frecuencia viaja en autobús?
 

<input type="checkbox"/> Diario (3-6 días/semana)	<input type="checkbox"/> Semanal (1-2 días/semana)
<input type="checkbox"/> Mensual (1-3 días/mes)	<input type="checkbox"/> Este es mi primer viaje
- ¿Tiene coche para este viaje?
 

<input type="checkbox"/> Sí	<input type="checkbox"/> No
-----------------------------	-----------------------------
- ¿Cómo habrías hecho este viaje si no hubiera un autobús disponible?
 

<input type="checkbox"/> Conducir solo	<input type="checkbox"/> Bicicleta	<input type="checkbox"/> Caminando
<input type="checkbox"/> Taxi	<input type="checkbox"/> Un aventón	<input type="checkbox"/> Otro _____
- Desde que la pandemia comenzó, ¿Cree que el servicio de transporte público que usted toma es limpio y seguros?
 

<input type="checkbox"/> Sí	<input type="checkbox"/> No
-----------------------------	-----------------------------
- Que mejoras de limpieza recomienda? \_\_\_\_\_
- Clasifique en una escala del 1 al 5. (1 = pobre; 5 = excelente) varios elementos del servicio:
 

	1	2	3	4	5
a) Comodidad del autobús	1	2	3	4	5
b) Cortesía del conductor	1	2	3	4	5
c) Servicios de despacho	1	2	3	4	5
d) Seguridad en el autobús	1	2	3	4	5
e) Limpieza del autobús	1	2	3	4	5
f) Llegada puntual del autobús	1	2	3	4	5
g) Información sobre tránsito	1	2	3	4	5
h) Satisfacción general	1	2	3	4	5
- ¿Qué mejoras le gustaría ver?
 

<input type="checkbox"/> Servicio más frecuente	<input type="checkbox"/> Servicio más temprano	<input type="checkbox"/> Servicio más tarde
<input type="checkbox"/> Servicio de fin de semana	<input type="checkbox"/> Otro (especifique) _____	
- ¿Es un veterano?
 

<input type="checkbox"/> Sí	<input type="checkbox"/> No
-----------------------------	-----------------------------
- ¿Tiene alguna discapacidad que le limite el manejar?
 

<input type="checkbox"/> Sí	<input type="checkbox"/> No
-----------------------------	-----------------------------
- ¿Cuál es tu género?
 

<input type="checkbox"/> Masculino	<input type="checkbox"/> Femenino
------------------------------------	-----------------------------------
- ¿Cuál es tu situación laboral?
 

<input type="checkbox"/> Empleado de tiempo completo	<input type="checkbox"/> Empleado de medio tiempo	<input type="checkbox"/> Estudiante
<input type="checkbox"/> Jubilado/a	<input type="checkbox"/> Desempleado/a	
- ¿Cuál es su origen étnico?
 

<input type="checkbox"/> Blanco	<input type="checkbox"/> Negro / Afroamericano	<input type="checkbox"/> American Indian
<input type="checkbox"/> Hispano	<input type="checkbox"/> Asiático / Isleño del Pacífico	<input type="checkbox"/> Otro
- ¿Cuál es el ingreso anual estimado de todos los miembros de su hogar?
 

<input type="checkbox"/> Menos de \$10,000	<input type="checkbox"/> \$10,000-\$19,999	<input type="checkbox"/> \$20,000-\$29,999
<input type="checkbox"/> \$30,000-\$39,999	<input type="checkbox"/> \$40,000-\$49,999	<input type="checkbox"/> Más de \$50 000

## Appendix A – On-Board Survey Results

To gain a better understanding of ridership and passenger activity, on-board passenger surveys were conducted through services provided by Madera Metro (Metro), Madera County Connection (MCC), MCC Madera Dial-A-Ride, and Chowchilla Area Transit Express (CATX). Passenger questionnaires were distributed to identify travel characteristics and opinions on each service.

Metro surveyed riders from September 29, 2021 to October 13, 2021. Of 2,660 riders, 35 completed the survey at a response rate of 1.32%. CATX surveyed riders from October 11, 2021 to October 15, 2021. Of 280 riders, 20 completed the survey at a response rate of 7.14%. MCC surveyed riders from September 29, 2021 to October 13, 2021. Of 898 riders, 39 completed the survey at a response rate of 4.34%. Of a total 3,838 riders countywide during the time the survey was available, 94 completed the survey. Combined, this results in a combined response rate of 2.45% across all systems.

### MADERA METRO FIXED ROUTE (METRO FR)

Figure A-1-A Metro FR: Completed Form Physically or Online

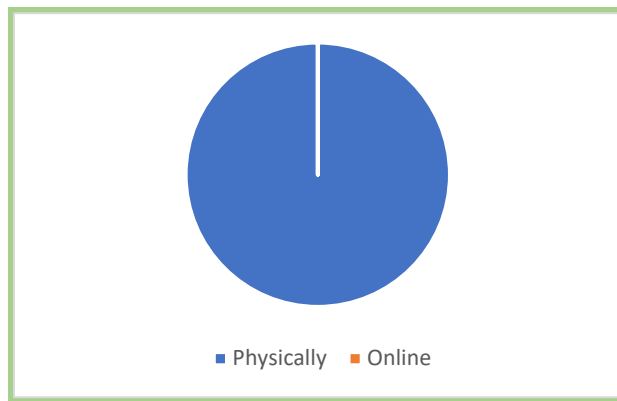
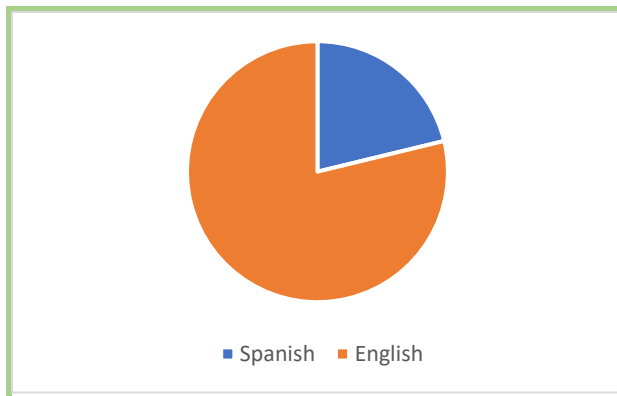
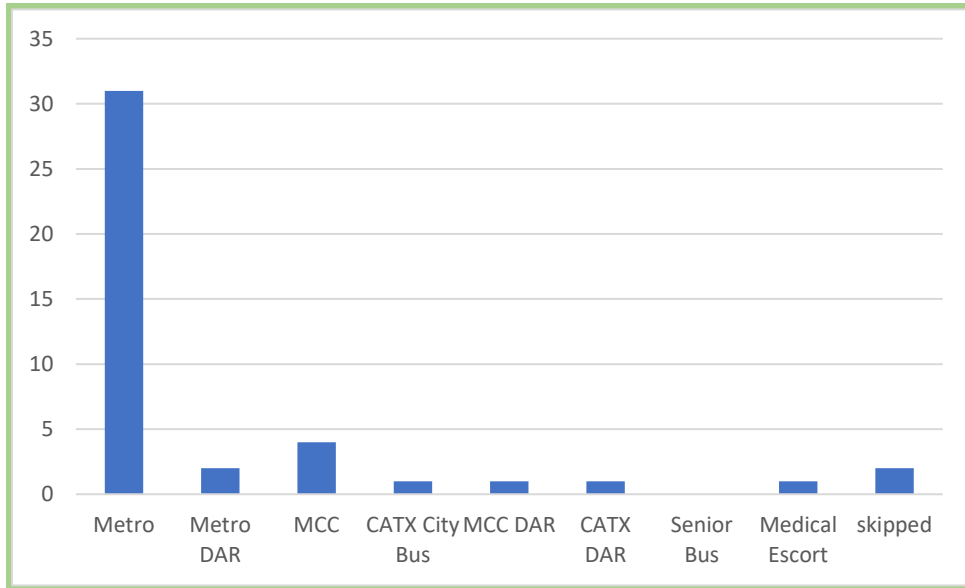


Figure A-1-B Metro FR: Completed Form in English or Spanish



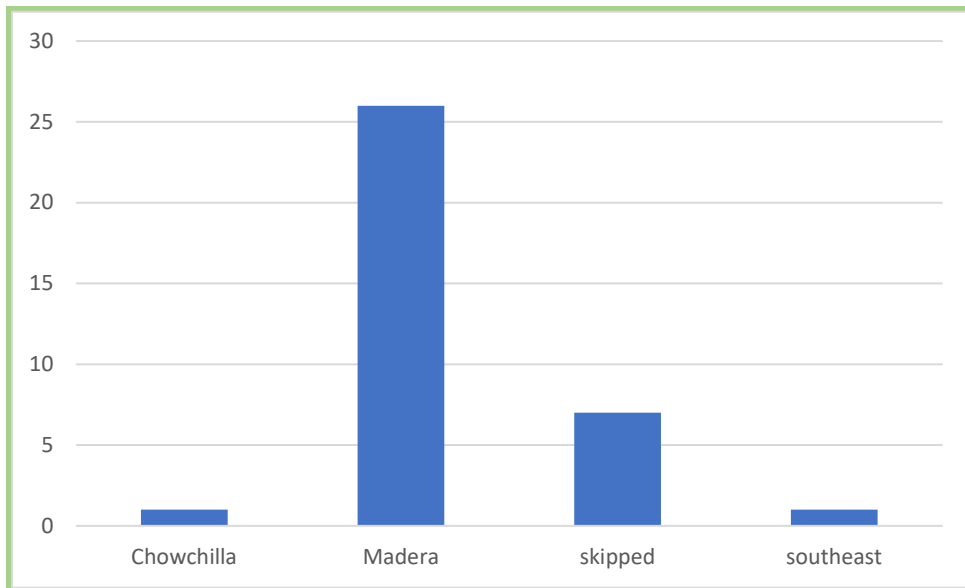
**Question 1** – Which transit service are you using today? The overwhelming majority of riders were using Madera Metro Fixed Route. Some riders were using more than one service.

Figure A-1-1 Metro FR: Which transit service are you using today?



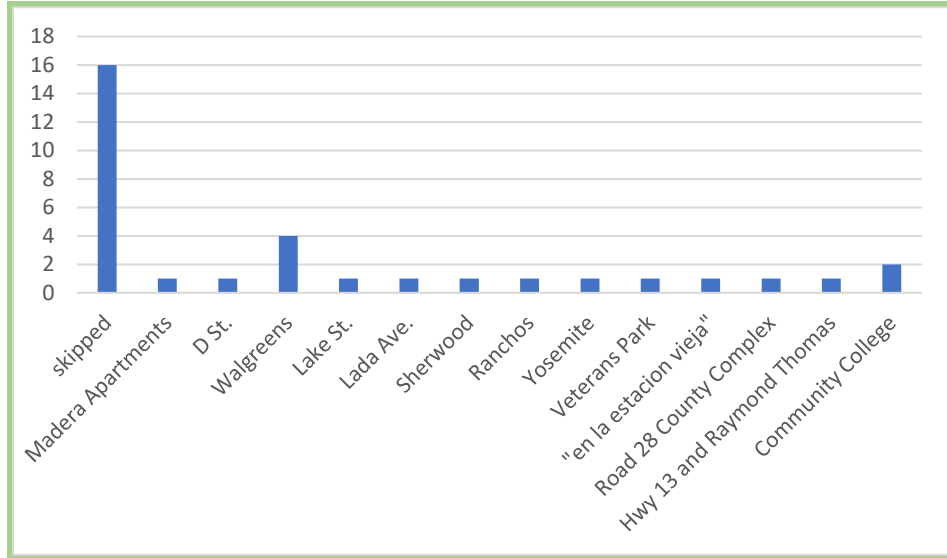
**Question 2** – What city or area of the county do you currently reside? The overwhelming majority of riders were from the City of Madera.

Figure A-1-2 Metro FR: What city or area of the county do you currently reside?



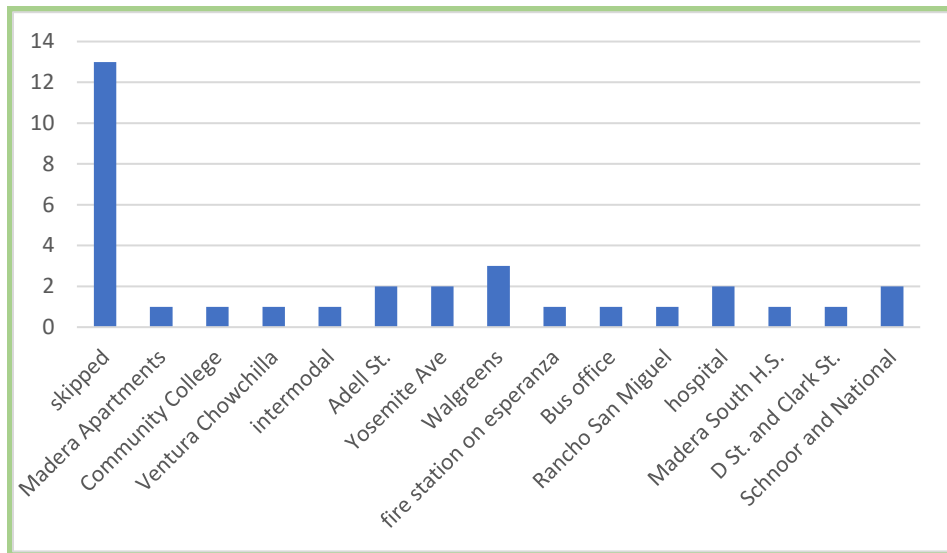
**Question 3** – If applicable, what stop did you board this bus today? Walgreens and the Community college had more boardings relative to other locations. Nearly half of respondents skipped this question.

Figure A-1-3 Metro FR: If applicable, what stop did you board this bus today?



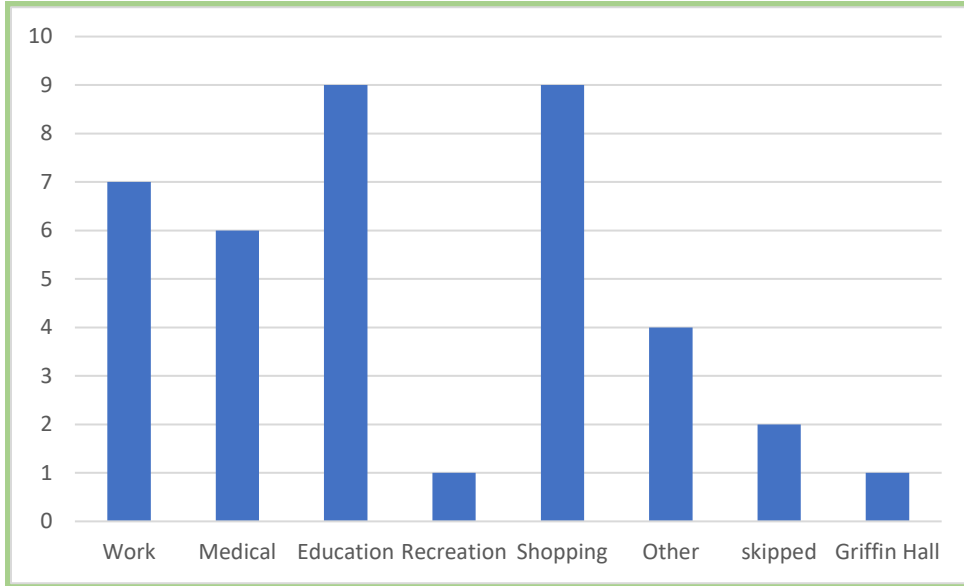
**Question 4** – If applicable, what stop will you be getting off this bus? Walgreens, Adell St, Yosemite Ave, the Hospital and Schnoor and National had more departures relative to other locations. About 40% of respondents skipped this question.

Figure A-1-4 Metro FR: If applicable, what stop will you be getting off this bus?



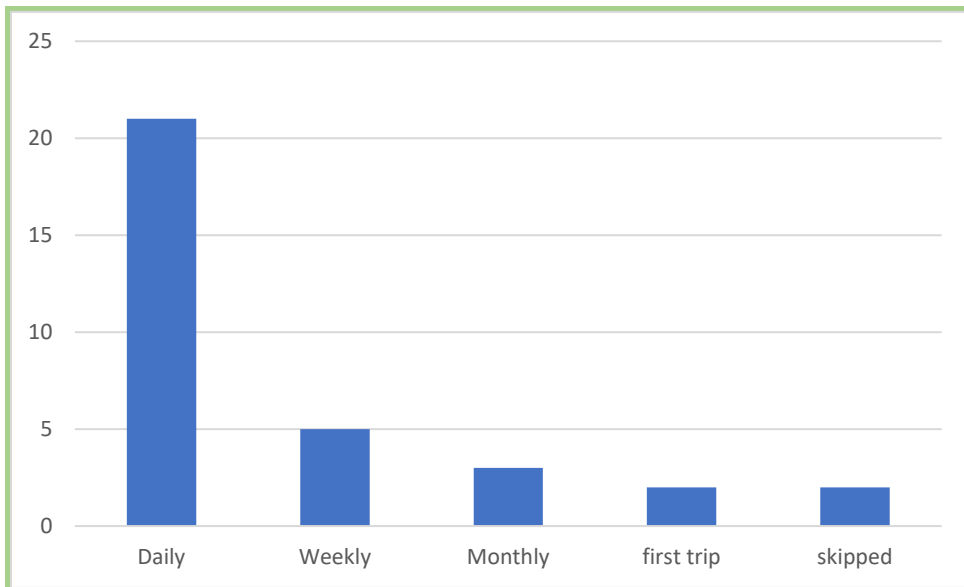
**Question 5** – What is the main purpose of your trip? Trip purpose was evenly spread except for recreation, which had only one respondent.

Figure A-1-5 Metro FR: What is the main purpose of your trip?



**Question 6** – How often do you ride the bus? The overwhelming majority of respondents rode daily.

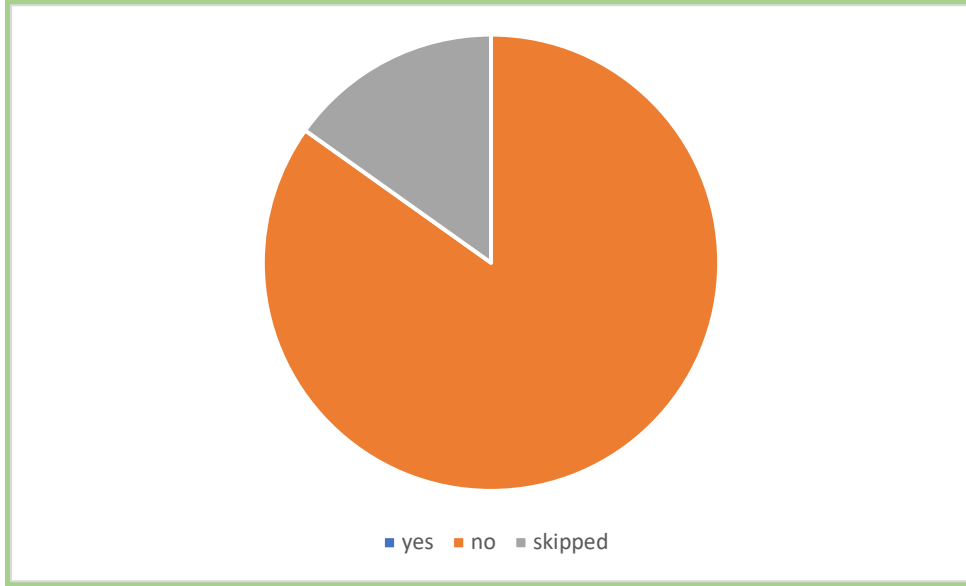
Figure A-1-6 Metro FR: How often do you ride the bus?





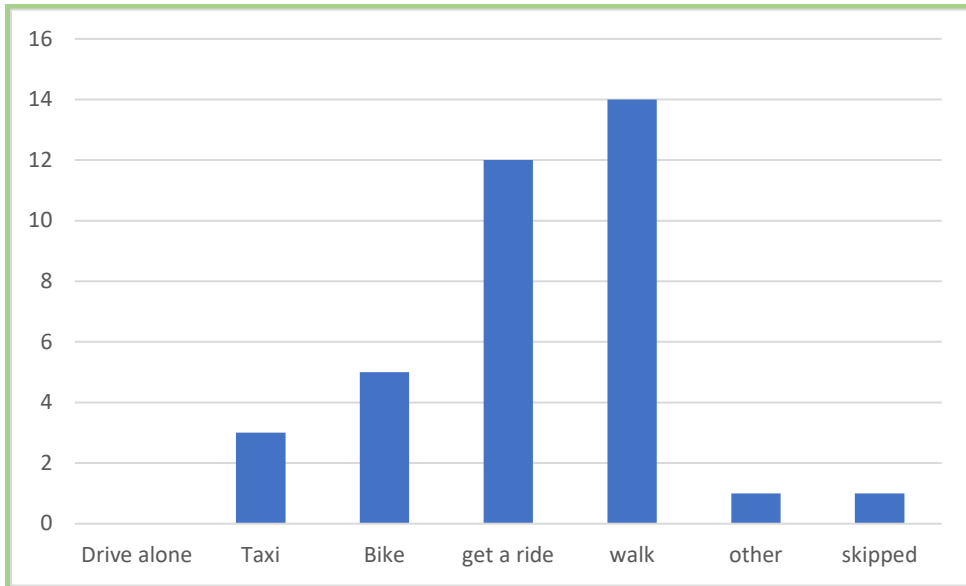
**Question 7** – Do you have a car for this trip? The overwhelming majority of respondents did not have a car.

Figure A-1-7 Metro FR: Do you have a car for this trip?



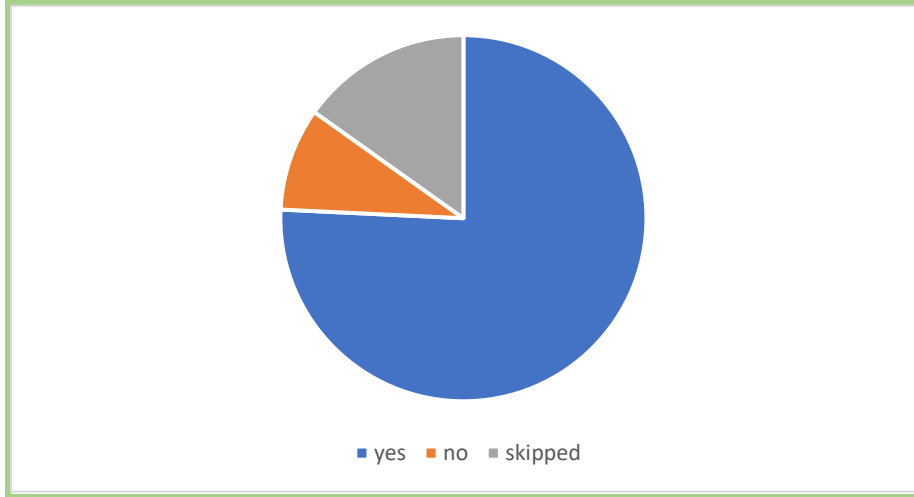
**Question 8** – How would you have made this trip if a bus were not available? The majority of respondents would either walk or get a ride.

Figure A-1-8 Metro FR: How would you have made this trip if a bus were not available?



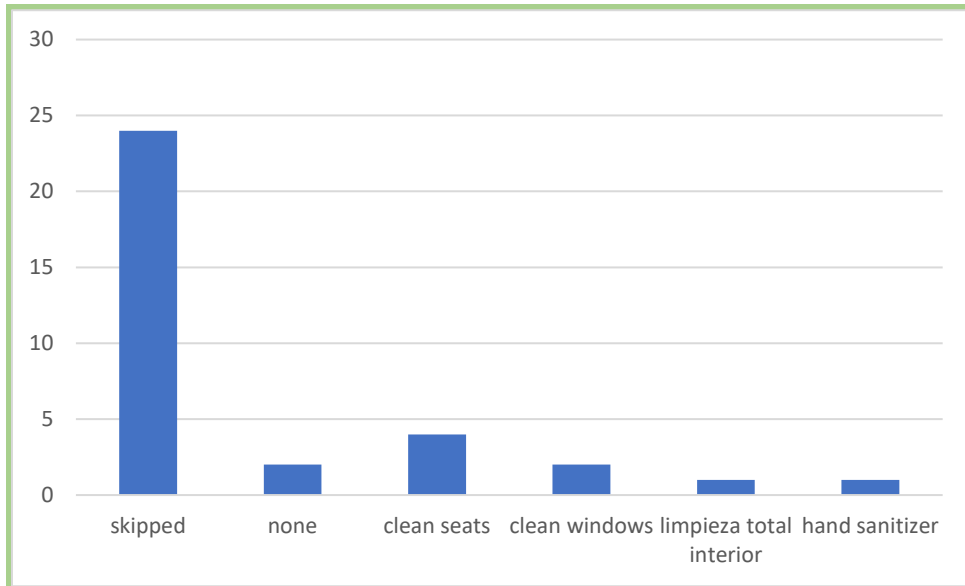
**Question 9** – Since the pandemic began, do you feel the transit services you use are clean and safe? The overwhelming majority of respondents felt that transit services are clean and safe.

Figure A-1-9 Metro FR: Since the pandemic began, do you feel the transit services you use are clean and safe?



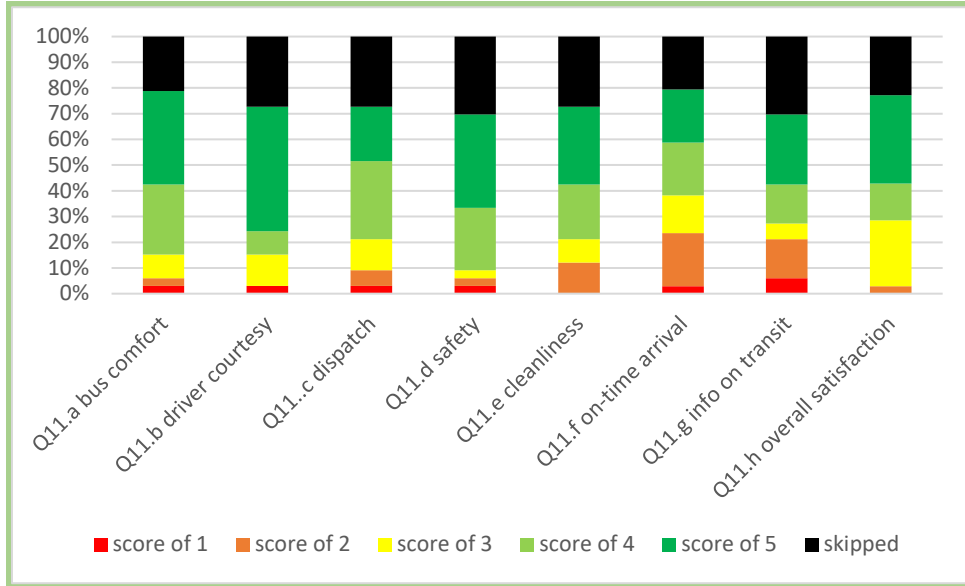
**Question 10** – What sanitary improvements would you recommend? The most common recommendation was to clean the seats. The overwhelming majority of respondents skipped this question.

Figure A-1-10 Metro FR: What sanitary improvements would you recommend?



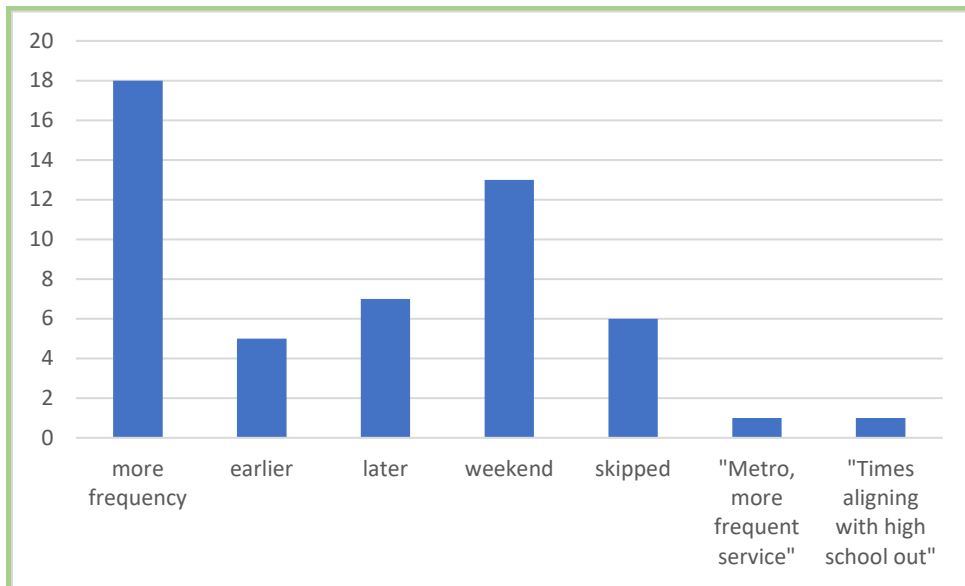
**Question 11** – Please rank on a scale of 1-5 (1 = poor; 5 = excellent) several service elements. The lowest performing service elements were on-time arrival and info on transit.

Figure A-1-11 Metro FR: Please rank on a scale of 1-5 several service elements



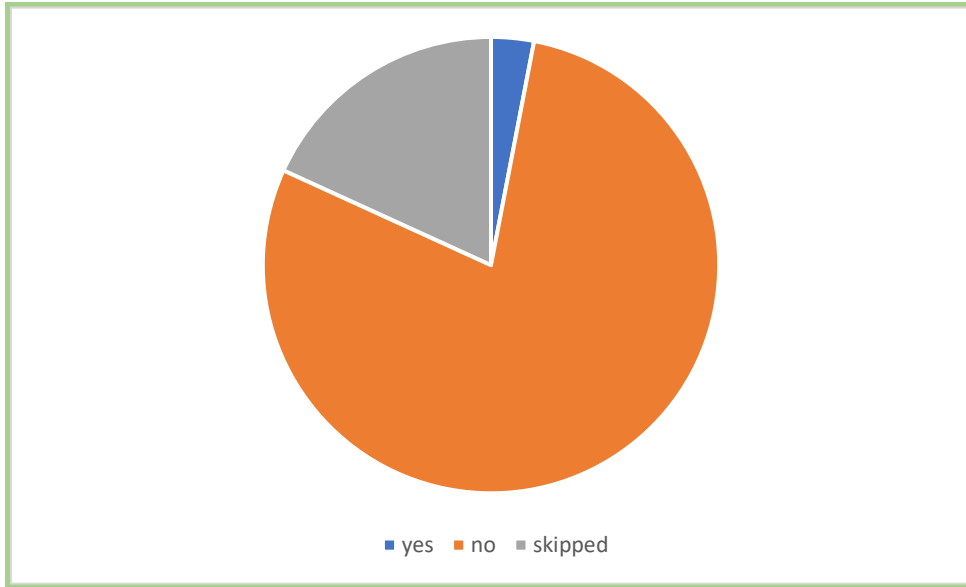
**Question 12** – What improvements would you like to see? The most desired recommendations were more frequency and weekend service.

Figure A-1-12 Metro FR: What improvements would you like to see?



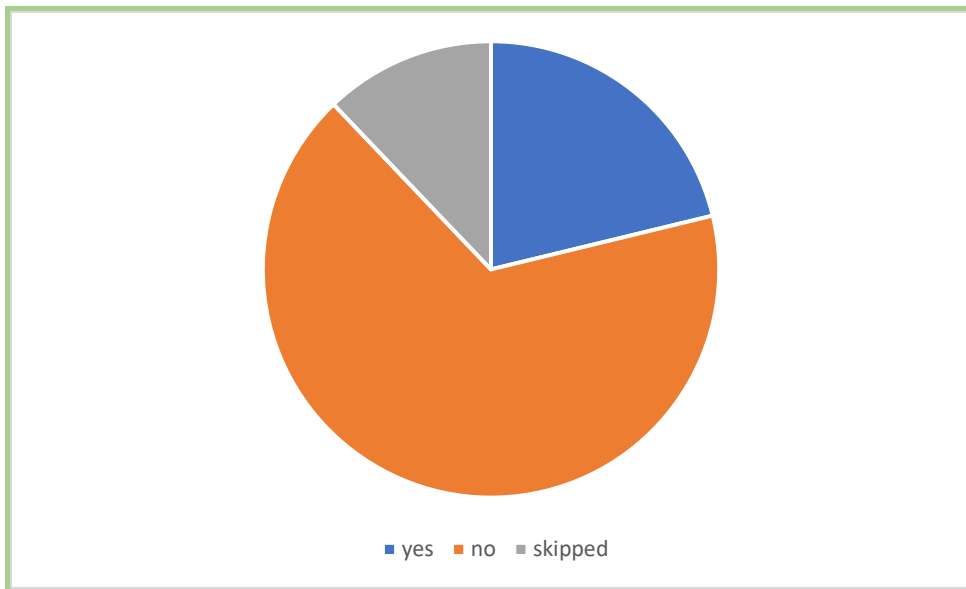
**Question 13** – Are you a veteran? The overwhelming majority of respondents were not veterans.

Figure A-1-13 Metro FR: Are you a veteran?



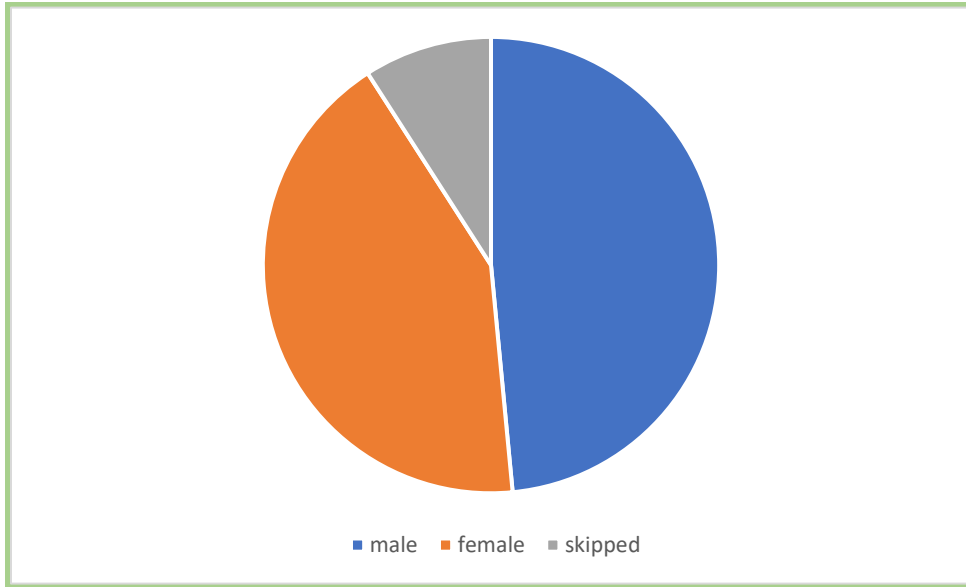
**Question 14** – Do you have a disability that limits driving? The overwhelming majority of respondents did not have a disability that limited their driving.

Figure A-1-14 Metro FR: Do you have a disability that limits driving?



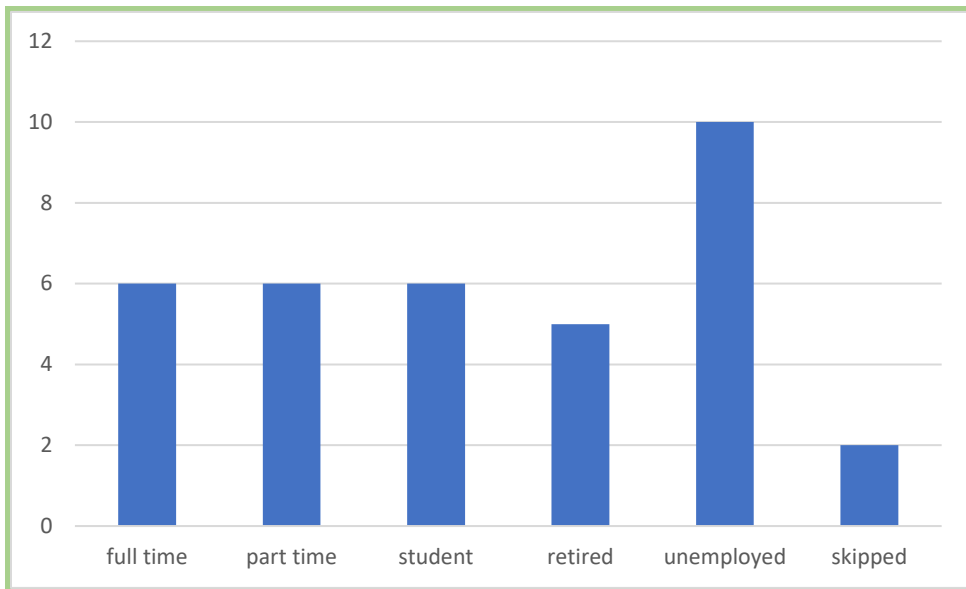
**Question 15** – What is your gender? Respondents were about evenly split between male and female.

Figure A-1-15 Metro FR: What is your gender?



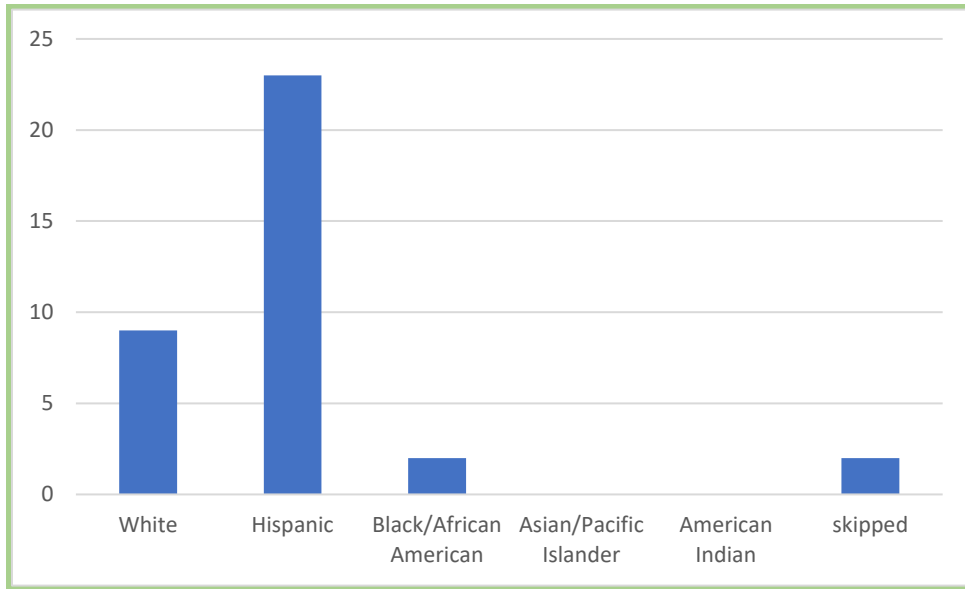
**Question 16** – What is your employment status? Employment status was evenly split except for unemployment, which received a plurality.

Figure A-1-16 Metro FR: What is your employment status?



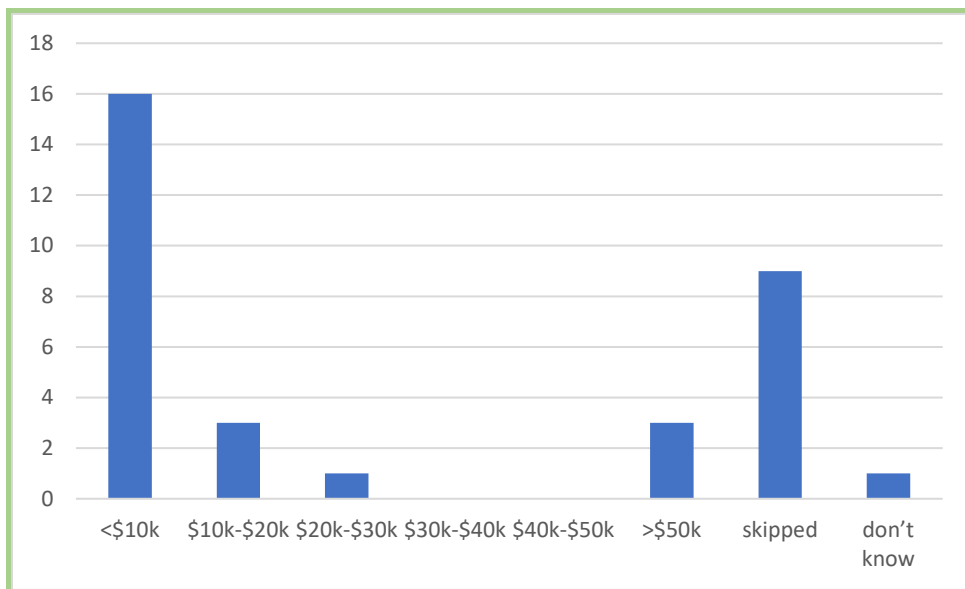
**Question 17** – What is your ethnicity? The majority of riders were Hispanic.

Figure A-1-17 Metro FR: What is your ethnicity?



**Question 18** – What is the estimated annual income of all members in your household? The overwhelming majority of respondents had less than \$10,000 of annual household income.

Figure A-1-18 Metro FR: What is the estimated annual income of all members in your household?

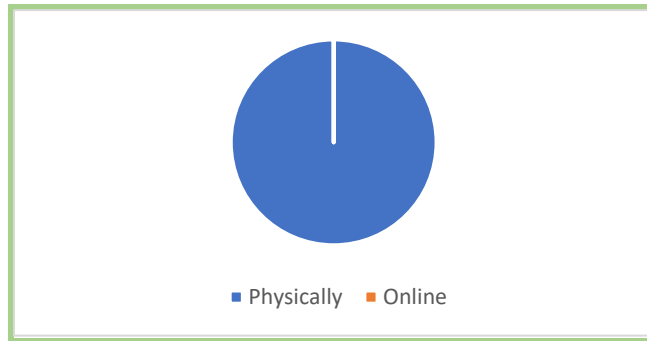


**Additional Comments:**

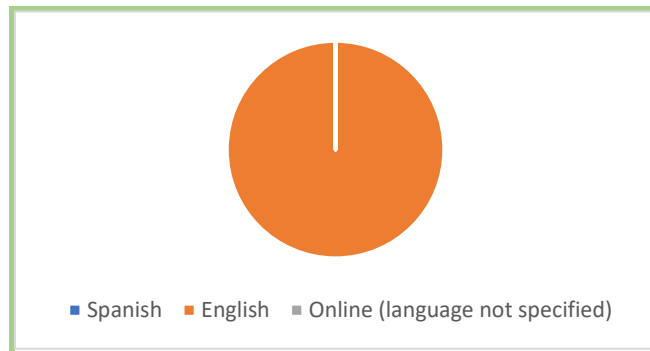
- “The trainer for this ride was great. Don’t know her name but was very helpful!”
- “Keep up the good work!”
- “This service is lousy past six no one answers the phone in office”

**MADERA METRO DEMAND RESPONSE (MADERA DAR)**

*Figure A-2-A Madera DAR: Completed Form Physically or Online*

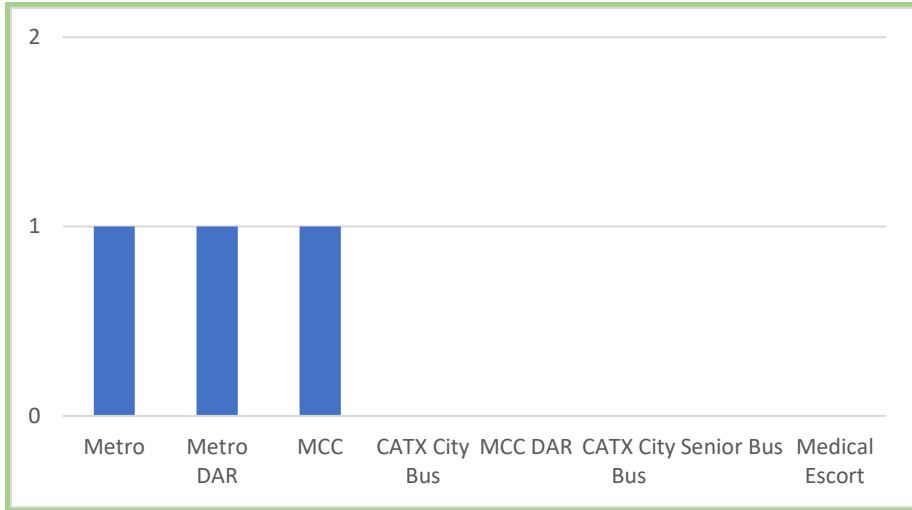


*Figure A-2-B Madera DAR: Completed Form in English or Spanish*



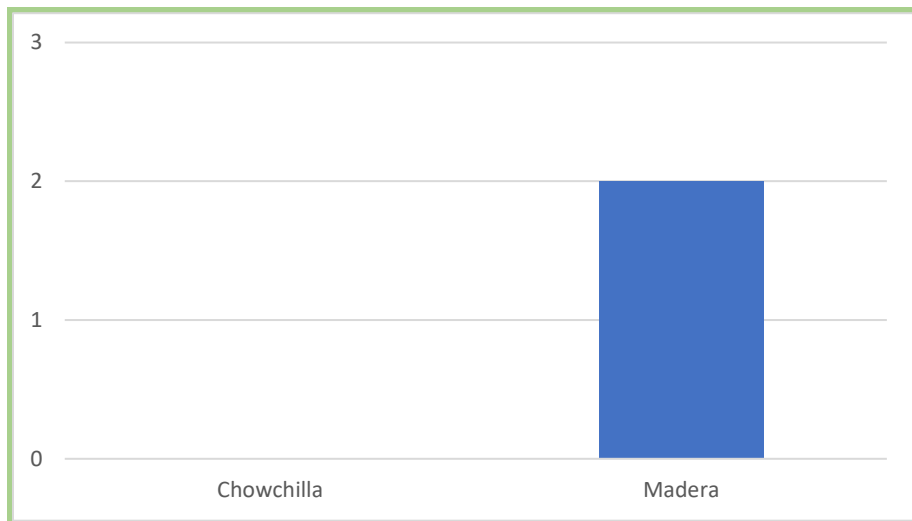
**Question 1** – Which transit service are you using today? Respondents were evenly split between Madera Metro Fixed Route, Madera Metro DAR and MCC Fixed Route. One respondent rode more than one service.

Figure A-2-1 Madera DAR: Which transit service are you using today?



**Question 2** – What city or area of the county do you currently reside? All respondents were from the City of Madera.

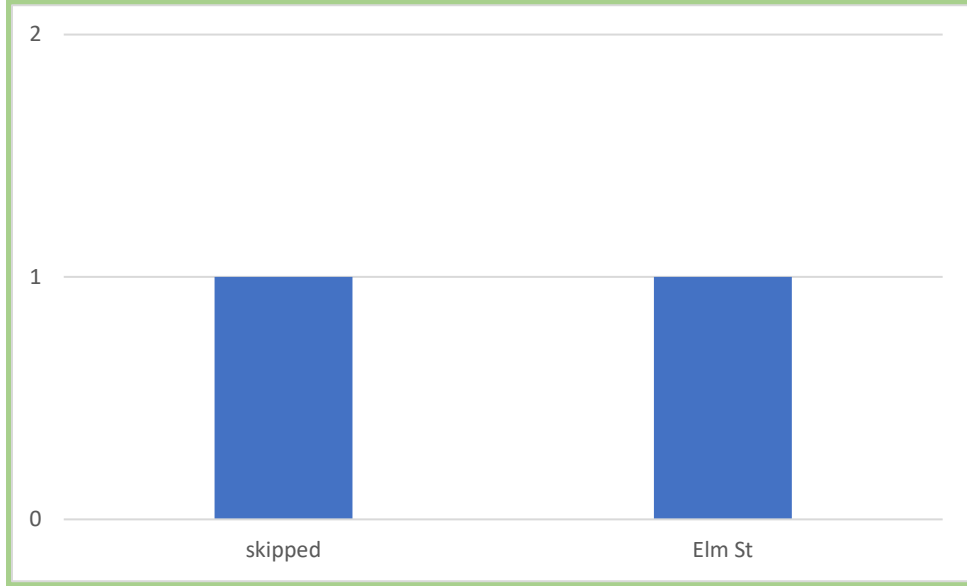
Figure A-2-2 Madera DAR: What city or area of the county do you currently reside?





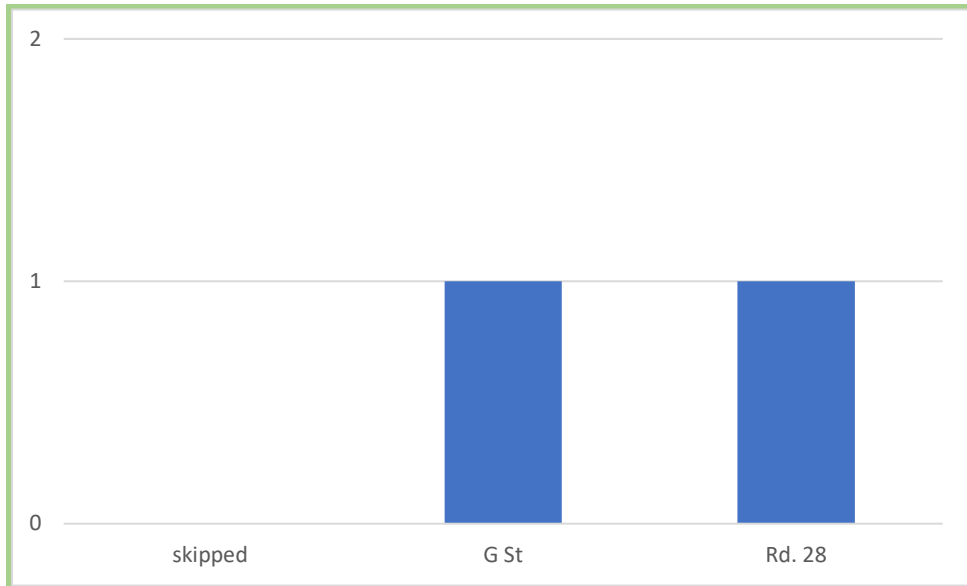
**Question 3** – If applicable, what stop did you board this bus today? One respondent boarded at Elm St. One respondent skipped the question.

Figure A-2-3 Madera DAR: If applicable, what stop did you board this bus today?



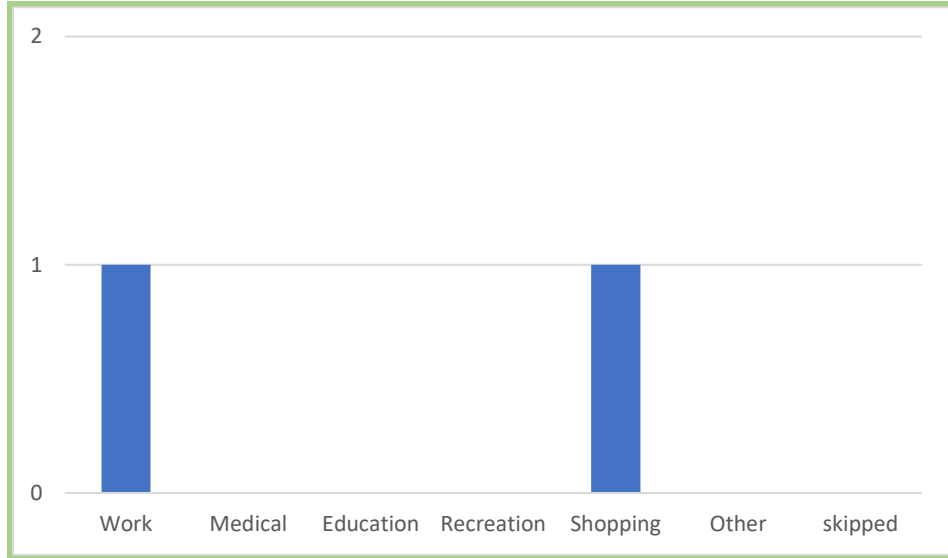
**Question 4** – If applicable, what stop will you be getting off this bus? One respondent exited at G St. One respondent exited at Rd. 28.

Figure A-2-4 Madera DAR: If applicable, what stop will you be getting off this bus?



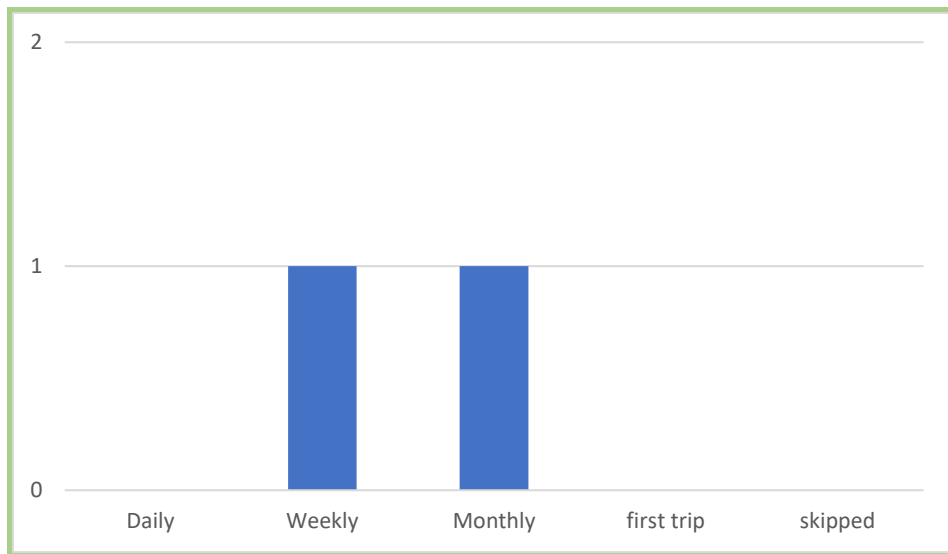
**Question 5** – What is the main purpose of your trip? Respondents were evenly split between work and shopping.

Figure A-2-5 Madera DAR: What is the main purpose of your trip?



**Question 6** – How often do you ride the bus? Respondents were evenly split between weekly and monthly.

Figure A-2-6 Madera DAR: How often do you ride the bus?



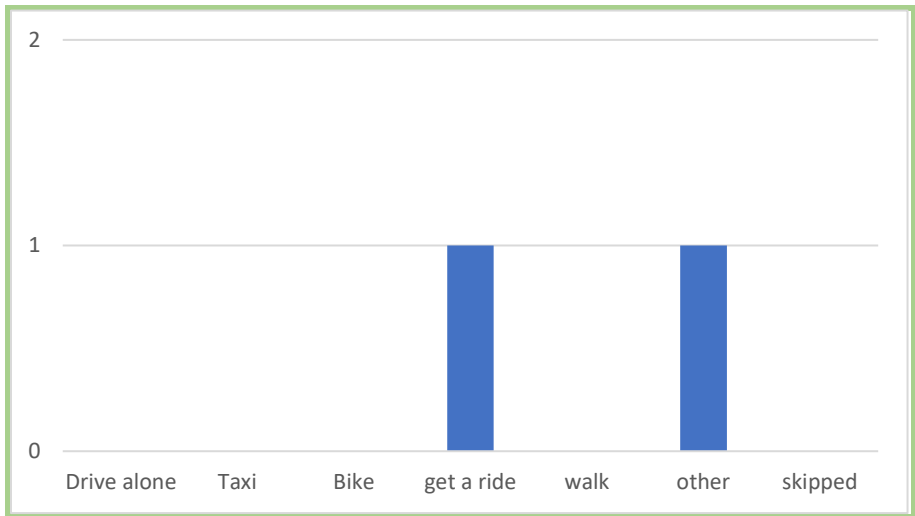
**Question 7** – Do you have a car for this trip? Respondents were evenly split between having a car and not having a car.

Figure A-2-7 Madera DAR: Do you have a car for this trip?



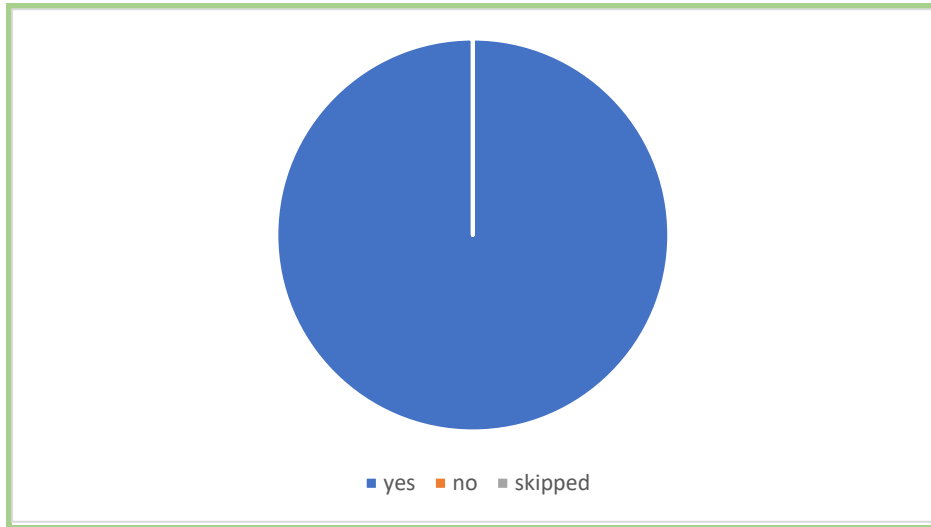
**Question 8** – How would you have made this trip if a bus were not available? Half of respondents would get a ride. The other half would use other means.

Figure A-2-8 Madera DAR: How would you have made this trip if a bus were not available?



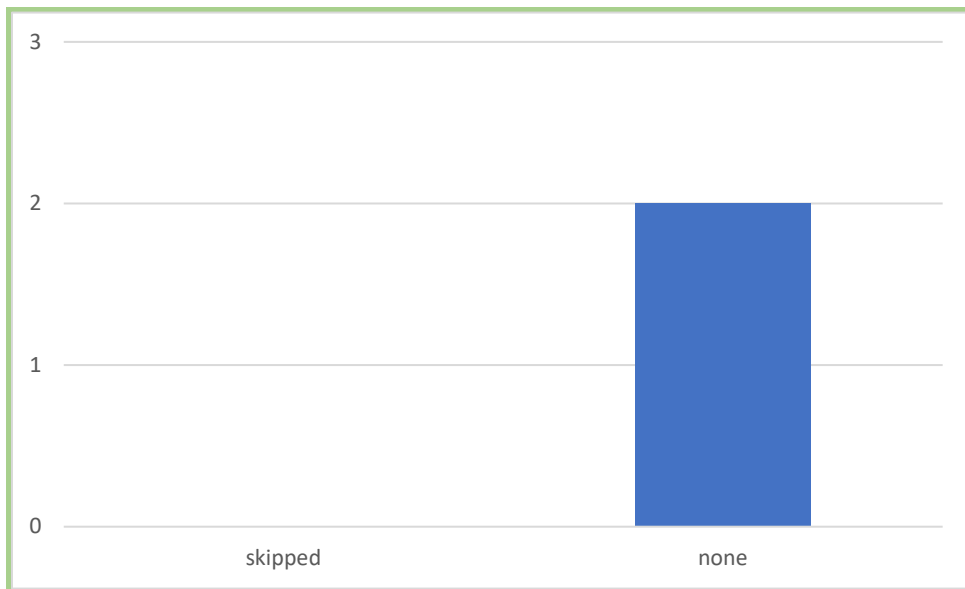
**Question 9** – Since the pandemic began, do you feel the transit services you use are clean and safe? All respondents felt that the transit services are clean and safe.

Figure A-2-9 Madera DAR: Since the pandemic began, do you feel the transit services you use are clean and safe?



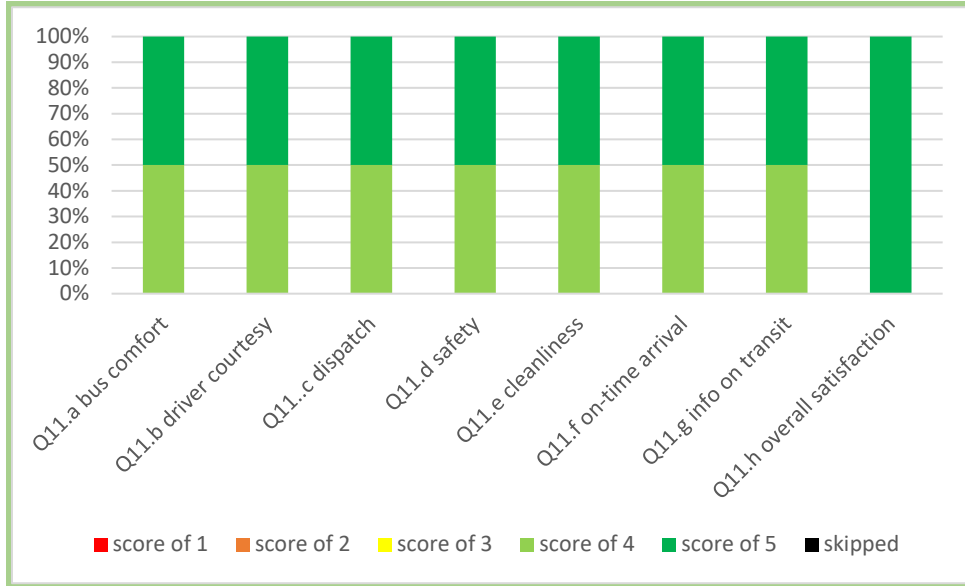
**Question 10** – What sanitary improvements would you recommend? All respondents had no sanitary recommendations.

Figure A-2-10 Madera DAR: What sanitary improvements would you recommend?



**Question 11** – Please rank on a scale of 1-5 (1 = poor; 5 = excellent) several service elements. No service element scored lower than 4.

Figure A-2-11 Madera DAR: Please rank on a scale of 1-5 several service elements



**Question 12** – What improvements would you like to see? Respondents were evenly split between more frequency and earlier service.

Figure A-2-12 Madera DAR: What improvements would you like to see?



**Question 13** – Are you a veteran? All respondents were not veterans.

Figure A-2-13 Madera DAR: Are you a veteran?



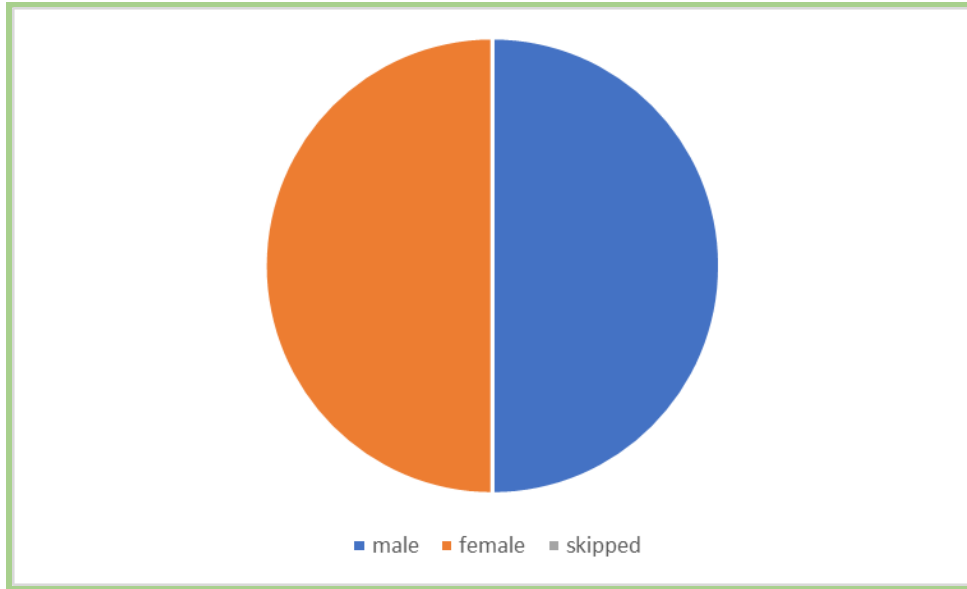
**Question 14** – Do you have a disability that limits driving? All respondents did not have a disability that limits driving.

Figure A-2-14 Madera DAR: Do you have a disability that limits driving?



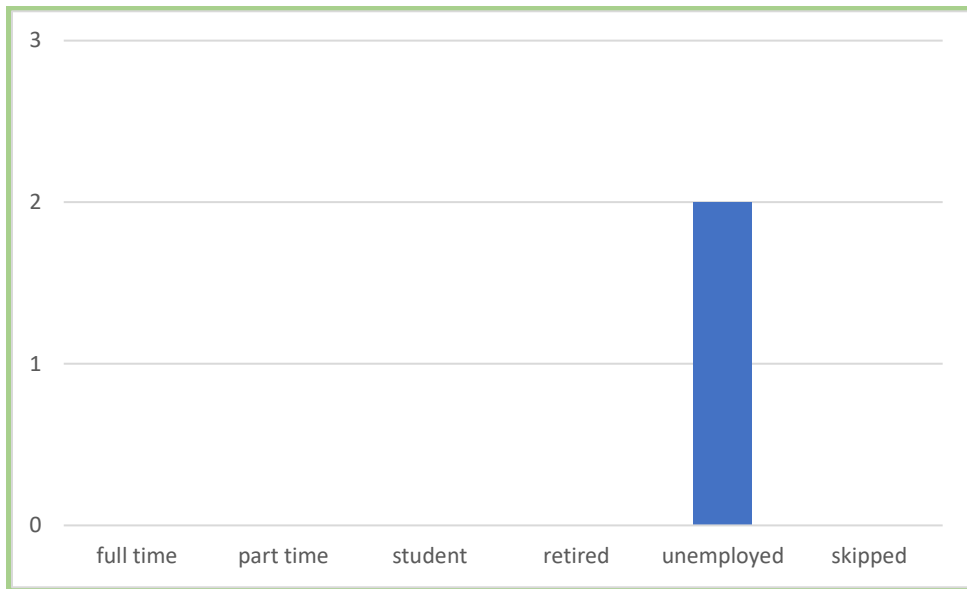
**Question 15** – What is your gender? Respondents were evenly split between male and female.

Figure A-2-15 Madera DAR: What is your gender?



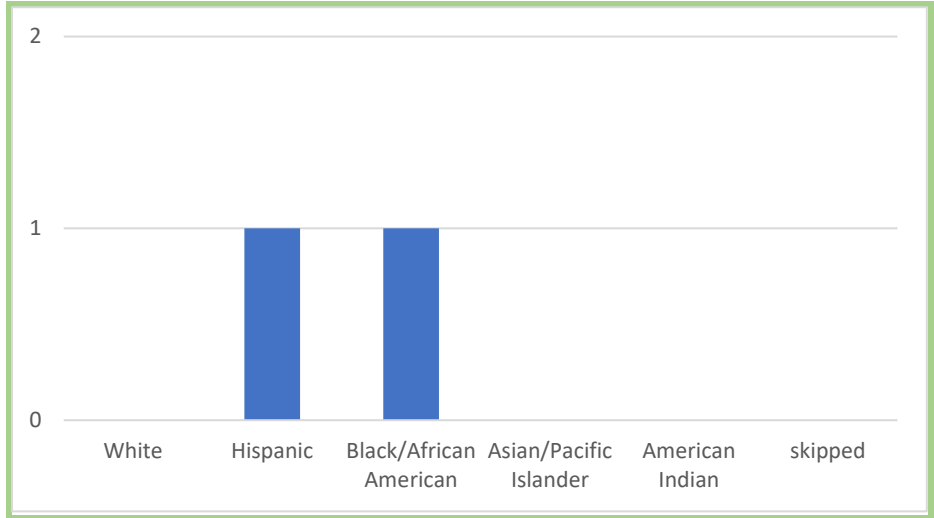
**Question 16** – What is your employment status? All respondents were unemployed.

Figure A-2-16 Madera DAR: What is your employment status?



**Question 17** – What is your ethnicity? Respondents were evenly split between Hispanic and Black/African American.

Figure A-2-17 Madera DAR: What is your ethnicity?



**Question 18** – What is the estimated annual income of all members in your household? Half of respondents had an annual income between \$10,000 and \$20,000, and the other half had an annual income greater than \$50,000.

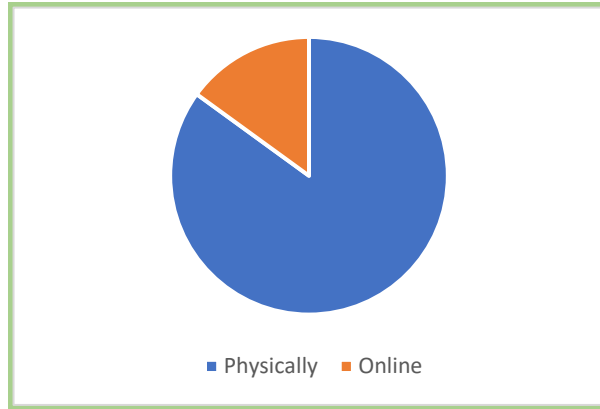
Figure A-2-18 Madera DAR: What is the estimated annual income of all members in your household?



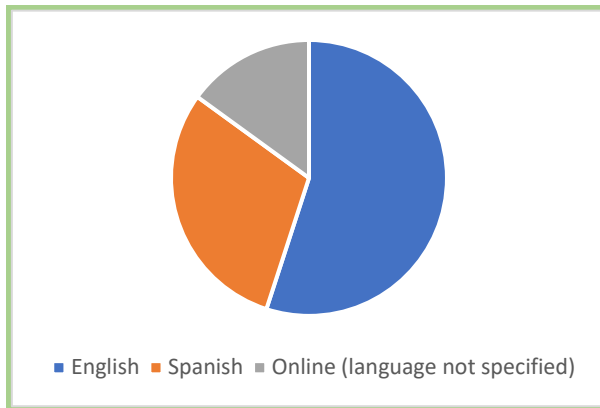


**CHOWCHILLA AREA EXPRESS (CATX)**

*Figure A-3-A CATX: Completed Form Physically or Online*

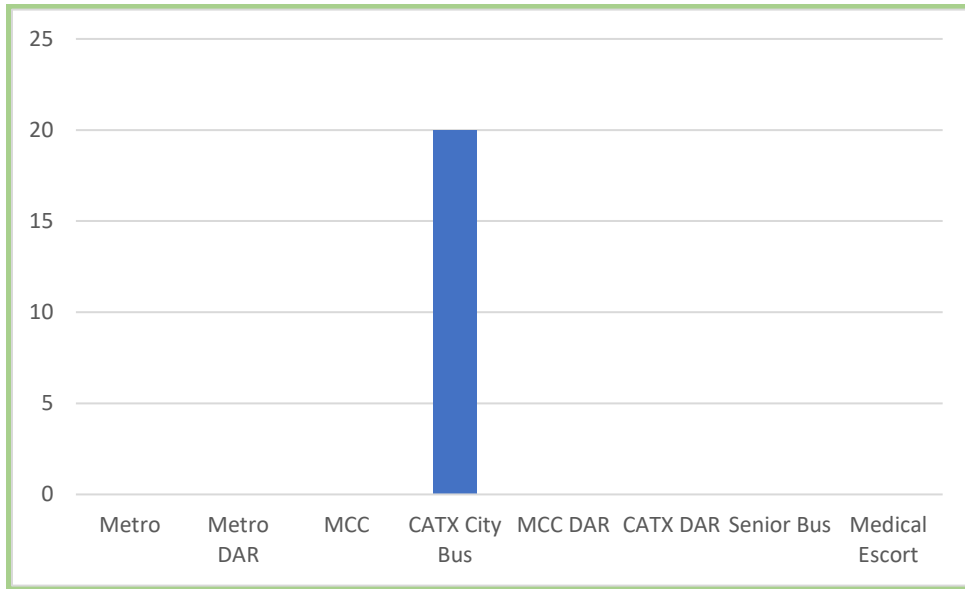


*Figure A-3-B CATX: Completed Form in English or Spanish*



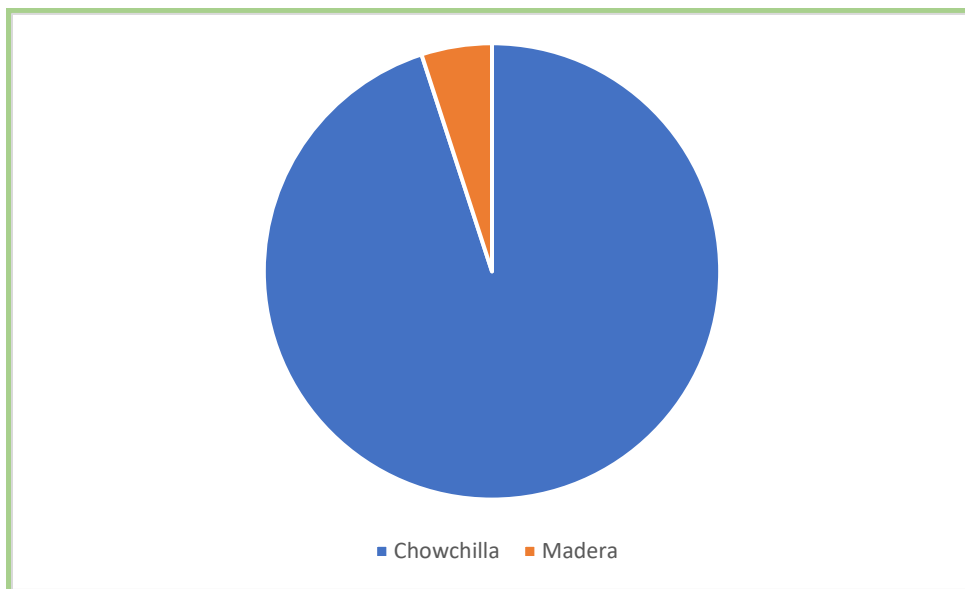
**Question 1** – Which transit service are you using today? All respondents were using CATX City Bus.

Figure A-3-1 CATX: Which transit service are you using today?



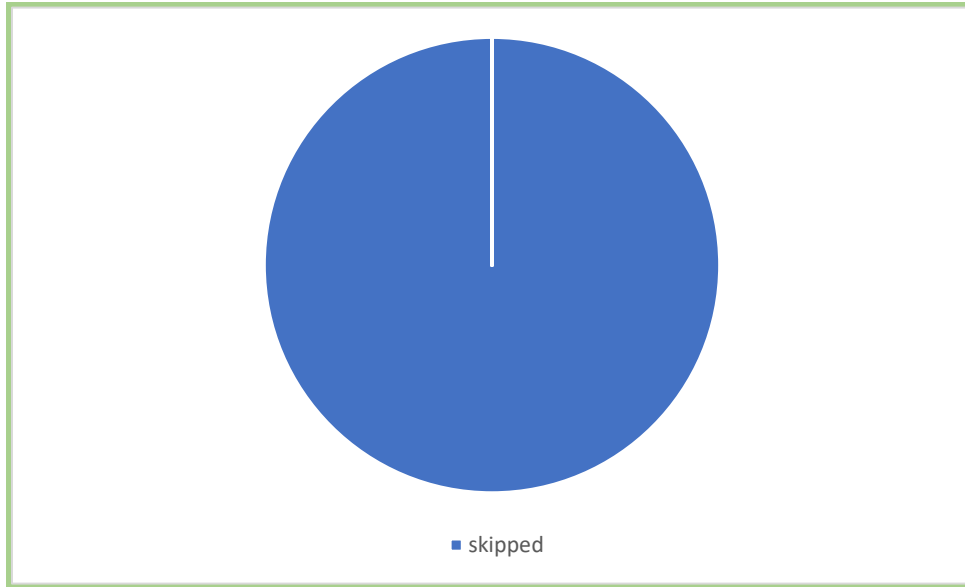
**Question 2** – What city or area of the county do you currently reside? The overwhelming majority of respondents were from Chowchilla.

Figure A-3-2 CATX: What city or area of the county do you currently reside?



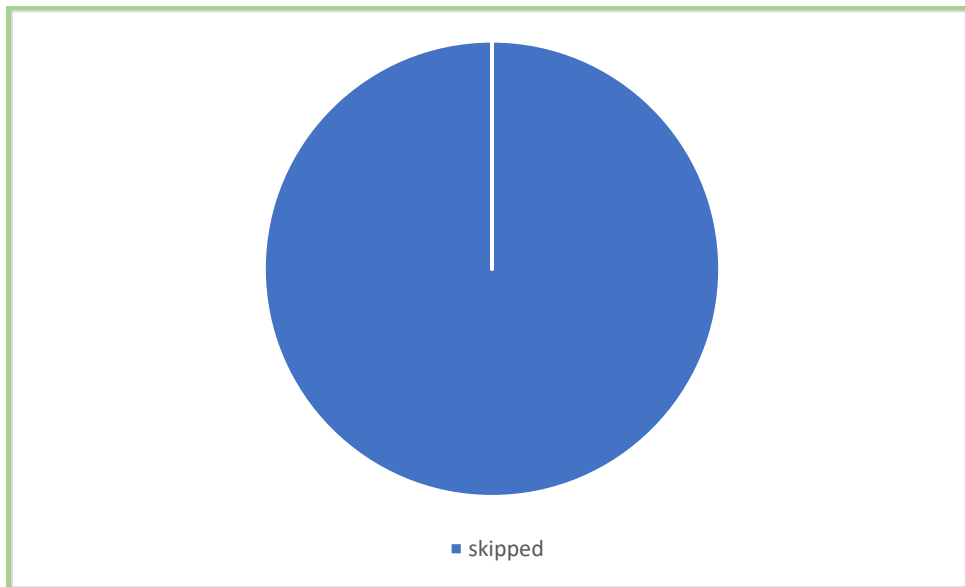
**Question 3** – If applicable, what stop did you board this bus today? All respondents skipped this question.

*Figure A-3-3 CATX: If applicable, what stop did you board this bus today?*



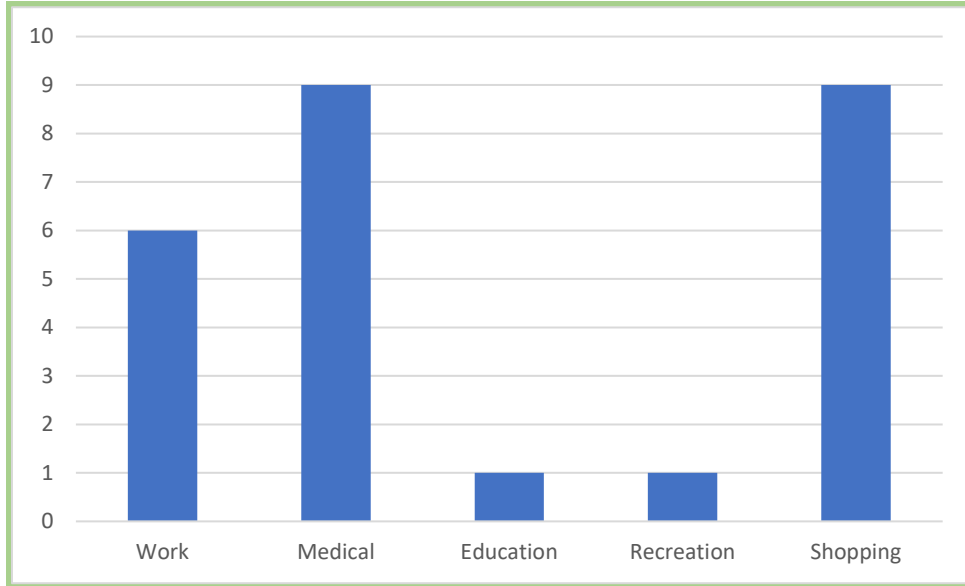
**Question 4** – If applicable, what stop will you be getting off this bus? All respondents skipped this question.

*Figure A-3-4 CATX: If applicable, what stop will you be getting off this bus?*



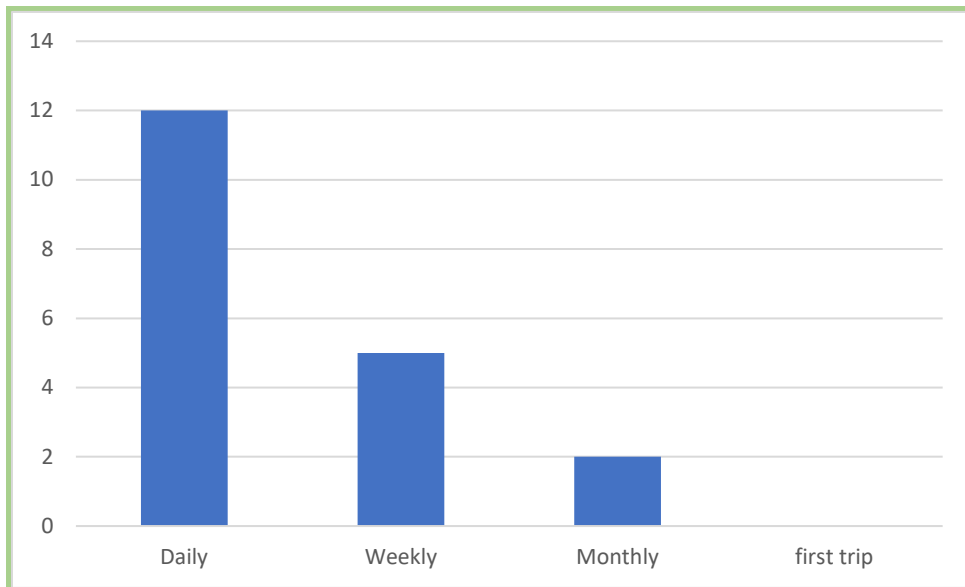
**Question 5** – What is the main purpose of your trip? Trip purpose was evenly spread except for education and recreation, which had only one respondent each.

Figure A-3-5 CATX: What is the main purpose of your trip?



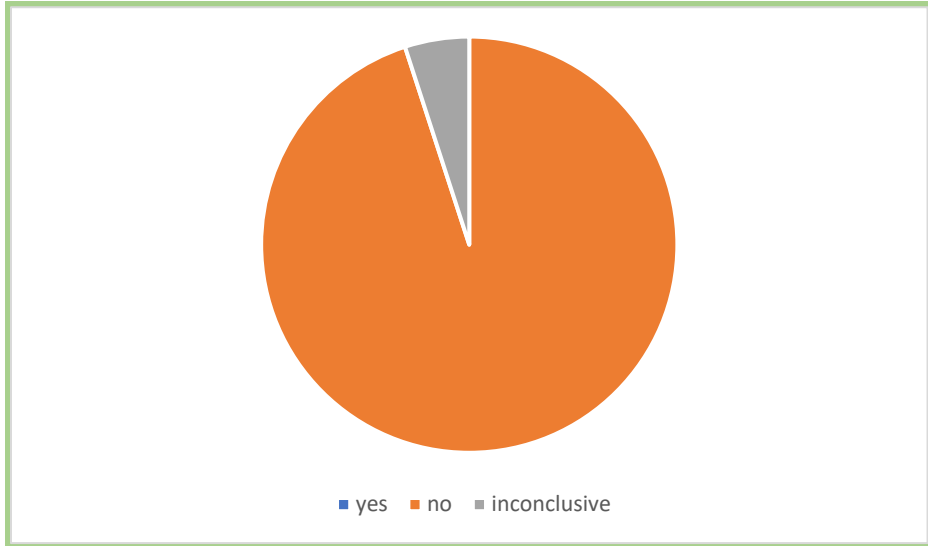
**Question 6** – How often do you ride the bus? The majority of respondents rode the bus daily.

Figure A-3-6 CATX: How often do you ride the bus?



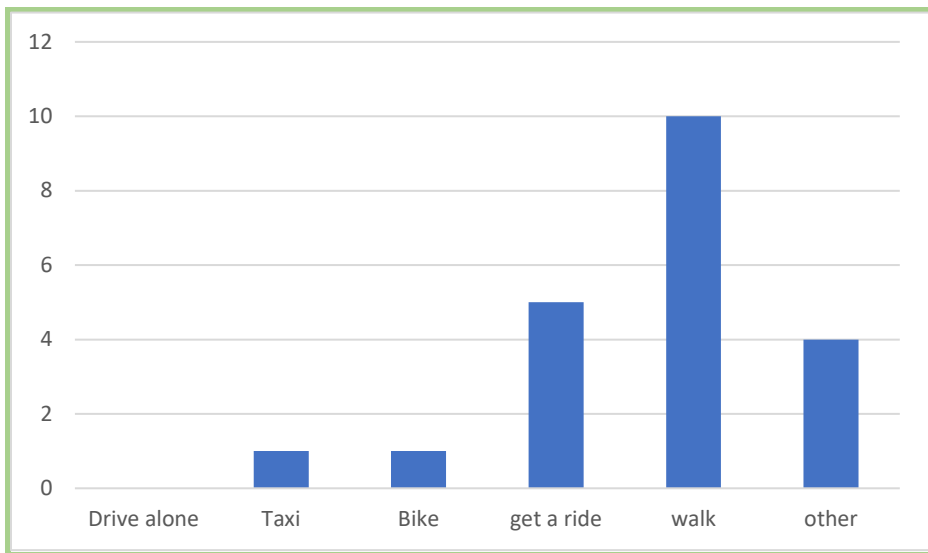
**Question 7** – Do you have a car for this trip? The overwhelming majority of respondents did not have a car for this trip.

Figure A-3-7 CATX: Do you have a car for this trip?



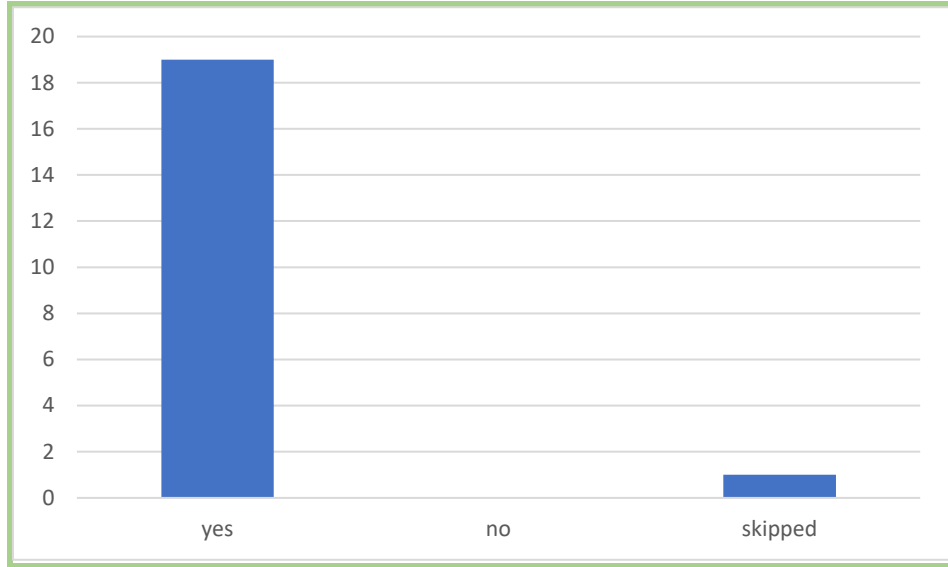
**Question 8** – How would you have made this trip if a bus were not available? Almost half of respondents would walk if the bus was not available.

Figure A-3-8 CATX: How would you have made this trip if a bus were not available?



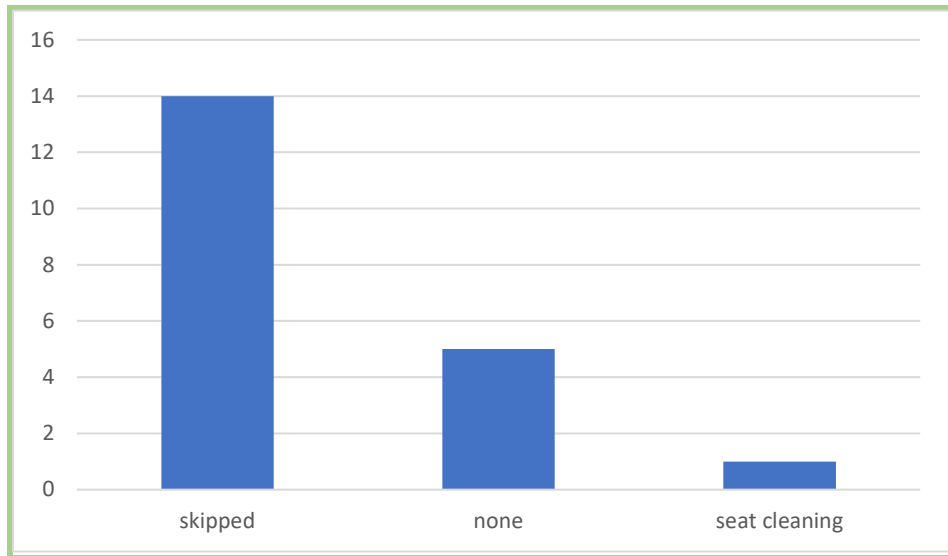
**Question 9** – Since the pandemic began, do you feel the transit services you use are clean and safe? The overwhelming majority of respondents felt that the transit services are clean and safe.

Figure A-3-9 CATX: Since the pandemic began, do you feel the transit services you use are clean and safe?



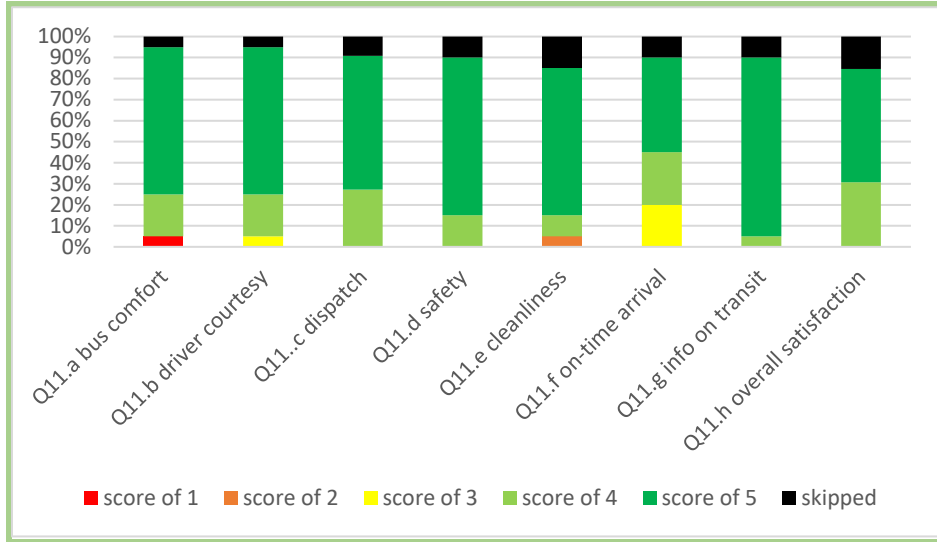
**Question 10** – What sanitary improvements would you recommend? The overwhelming majority of respondents skipped this question. The only recommendation was to clean the seats.

Figure A-3-10 CATX: What sanitary improvements would you recommend?



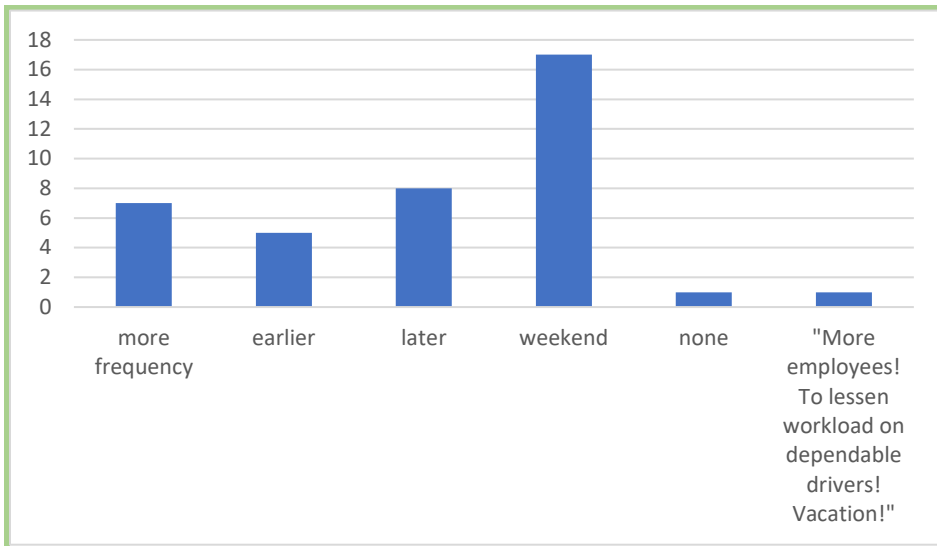
**Question 11** – Please rank on a scale of 1-5 (1 = poor; 5 = excellent) several service elements. The worst performing service element was on time arrival.

Figure A-3-11 CATX: Please rank on a scale of 1-5 several service elements



**Question 12** – What improvements would you like to see? The most common improvement requested was weekend service.

Figure A-3-12 CATX: What improvements would you like to see?



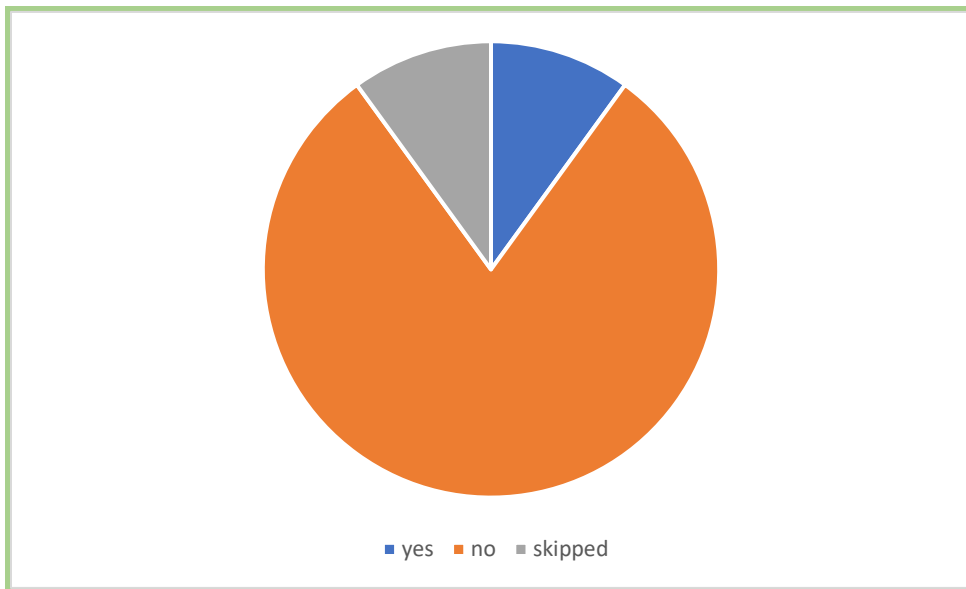
**Question 13** – Are you a veteran? The overwhelming majority of respondents were not a veteran.

Figure A-3-13 CATX: Are you a veteran?



**Question 14** – Do you have a disability that limits driving? The overwhelming majority of respondents did not have a disability that limited driving.

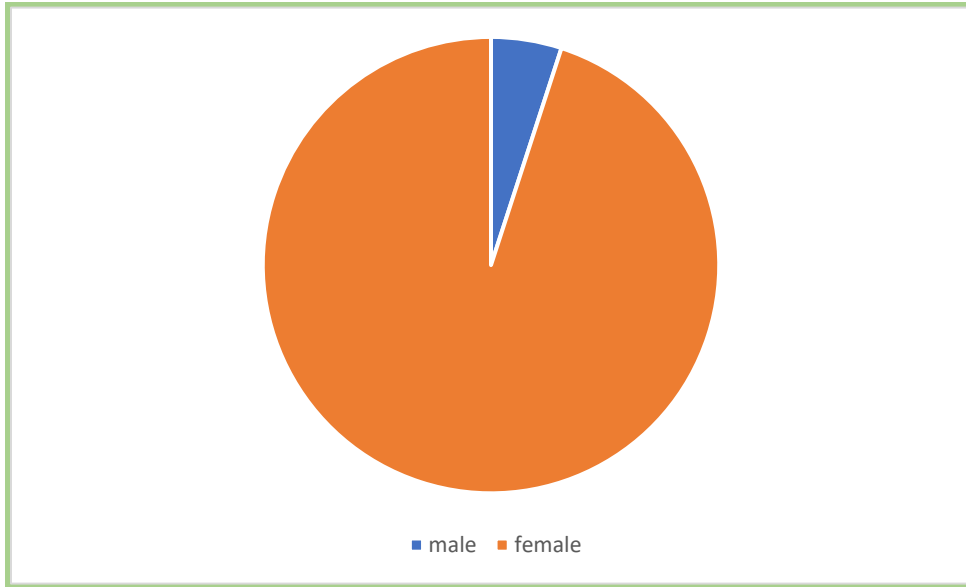
Figure A-3-14 CATX: Do you have a disability that limits driving?





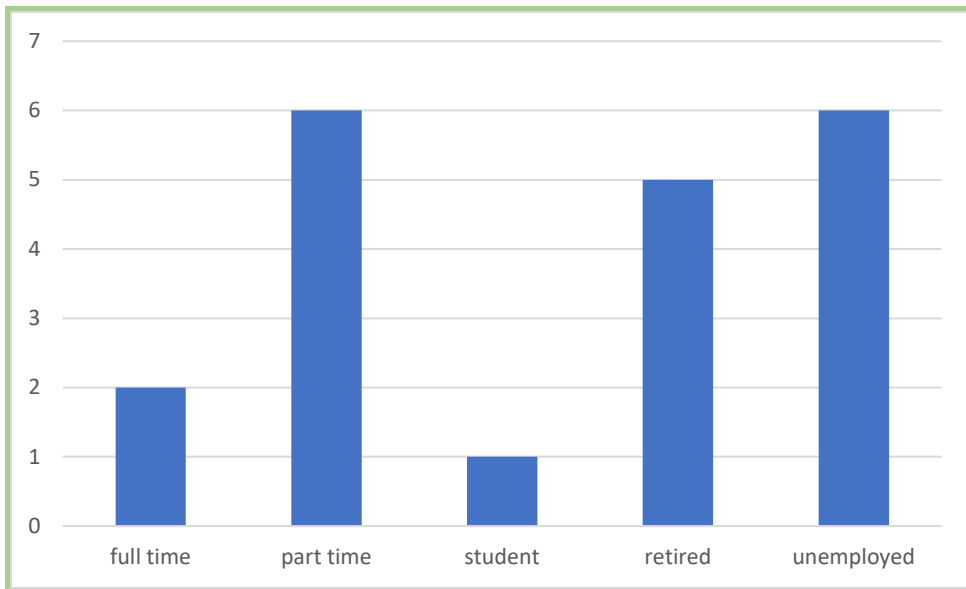
**Question 15** – What is your gender? The overwhelming majority of respondents were female.

Figure A-3-15 CATX: What is your gender?



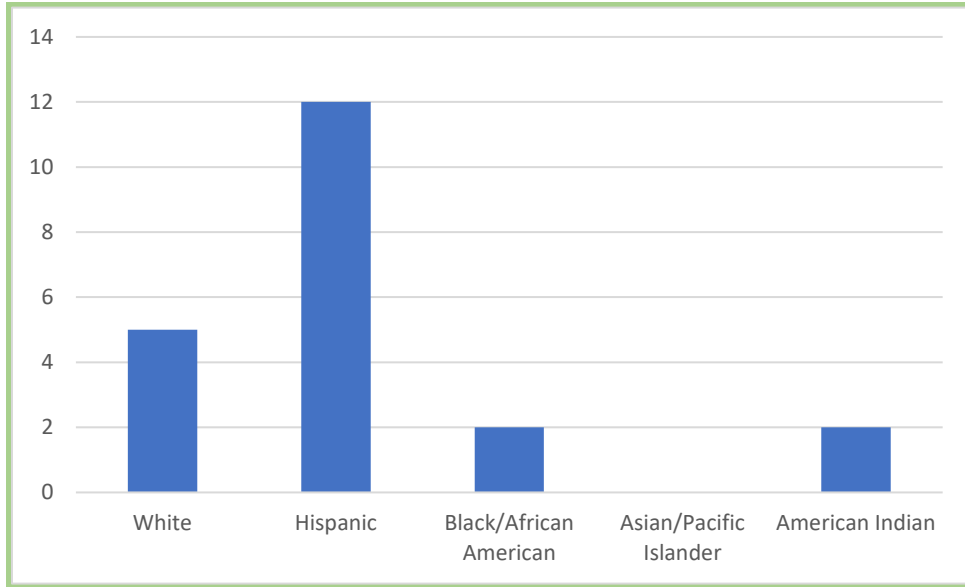
**Question 16** – What is your employment status? Respondents were evenly split except for full time and student, which had 2 and 1 respectively.

Figure A-3-16 CATX: What is your employment status?



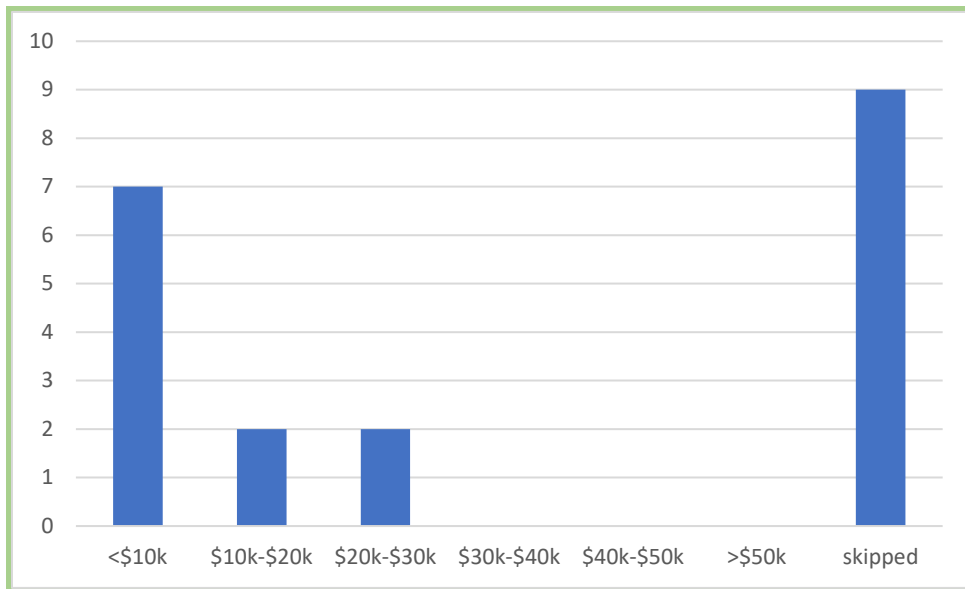
**Question 17** – What is your ethnicity? The overwhelming majority of respondents were Hispanic.

Figure A-3-17 CATX: What is your ethnicity?



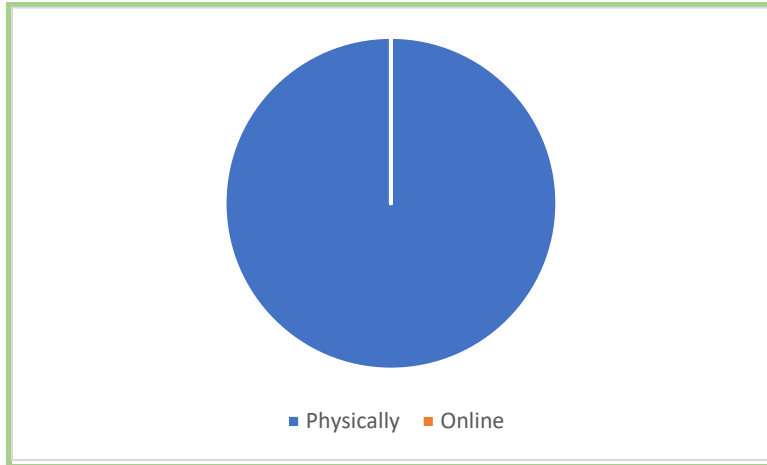
**Question 18** – What is the estimated annual income of all members in your household? A plurality of respondents had an annual income less than \$10,000. Almost half of respondents skipped this question.

Figure A-3-18 CATX: What is the estimated annual income of all members in your household?

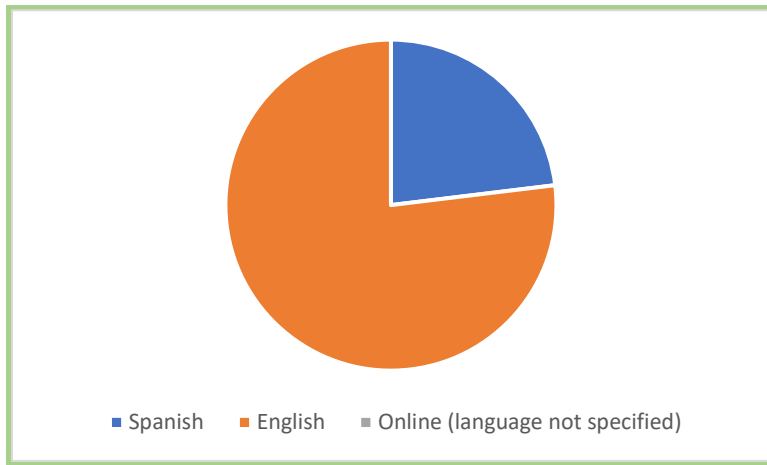


**MADERA COUNTY CONNECTION FIXED ROUTE (MCC FR)**

*Figure A-4-A MCC FR: Completed Form Physically or Online*

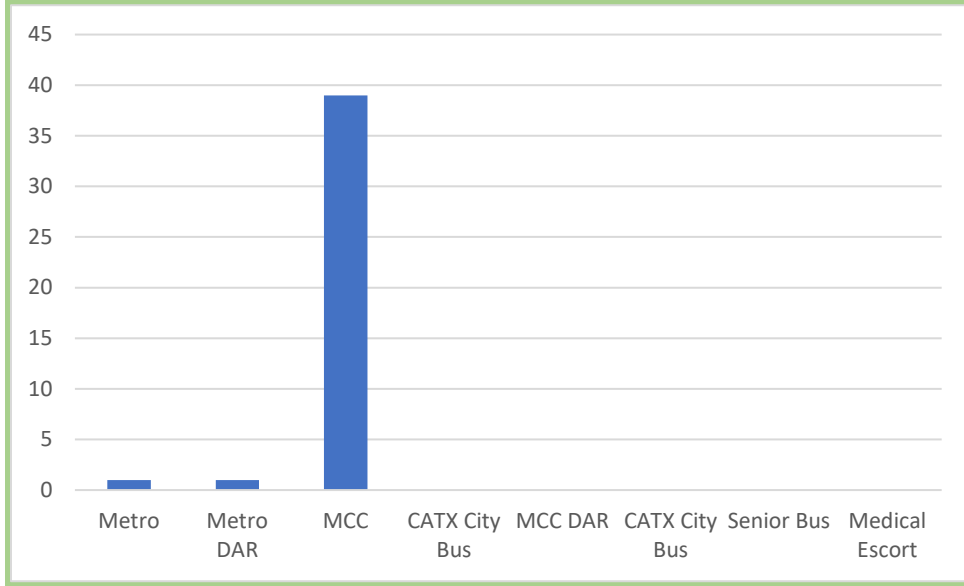


*Figure A-4-B MCC FR: Completed Form in English or Spanish*



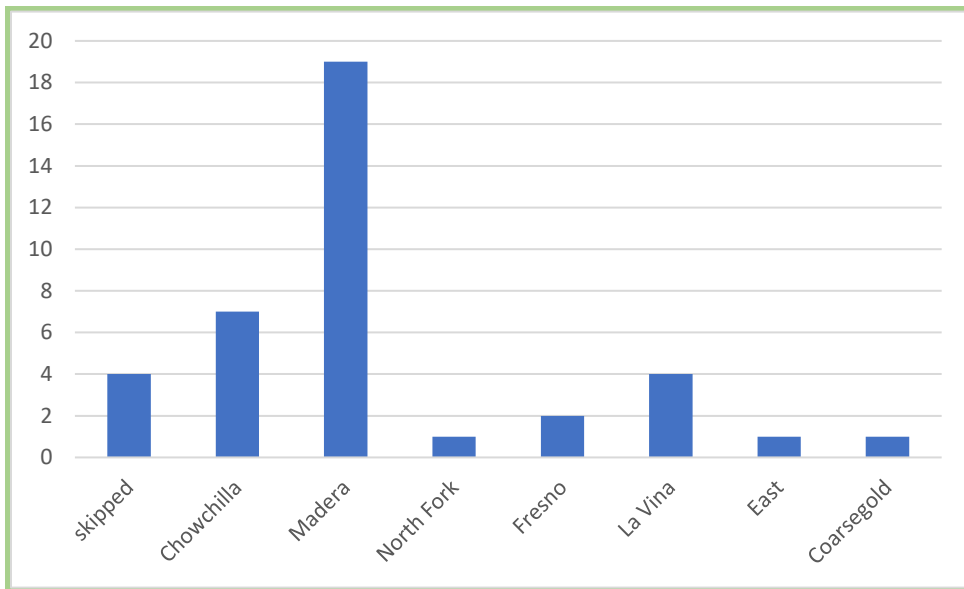
**Question 1** – Which transit service are you using today? The overwhelming majority of respondents were using MCC Fixed Route.

Figure A-4-1 MCC FR: Which transit service are you using today?



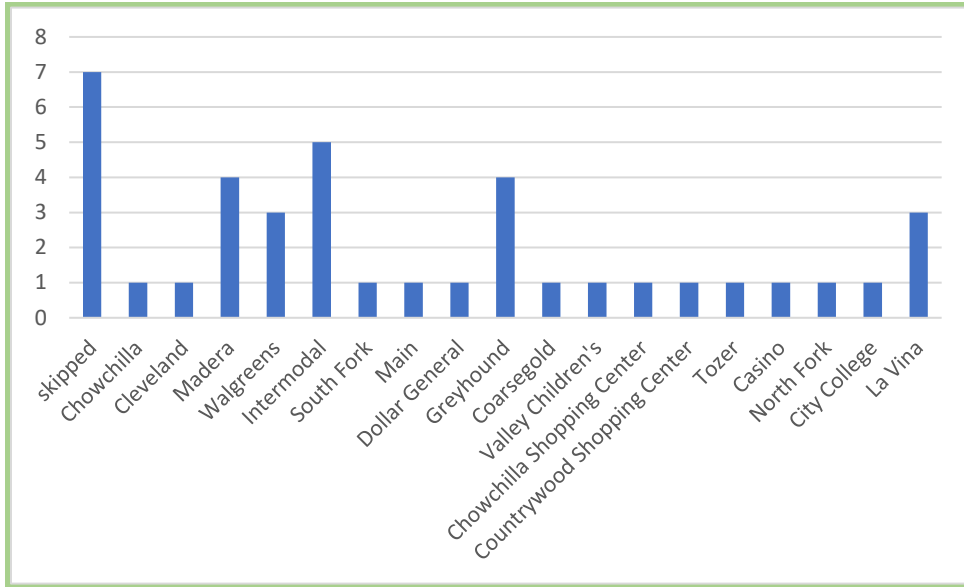
**Question 2** – What city or area of the county do you currently reside? Almost half of respondents were from the City of Madera.

Figure A-4-2 MCC FR: What city or area of the county do you currently reside?



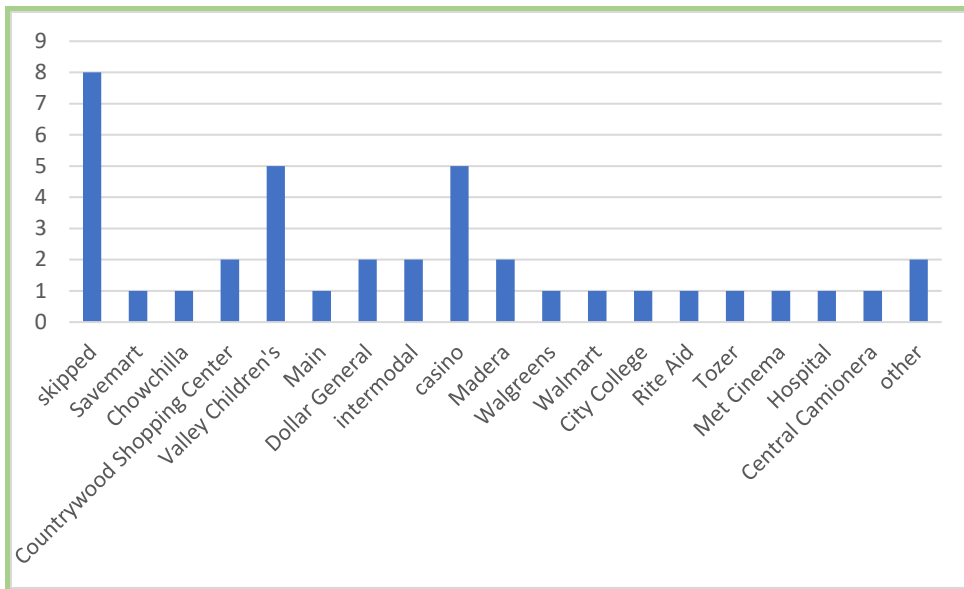
**Question 3 – If applicable, what stop did you board this bus today?**

Figure A-4-3 MCC FR: If applicable, what stop did you board this bus today?



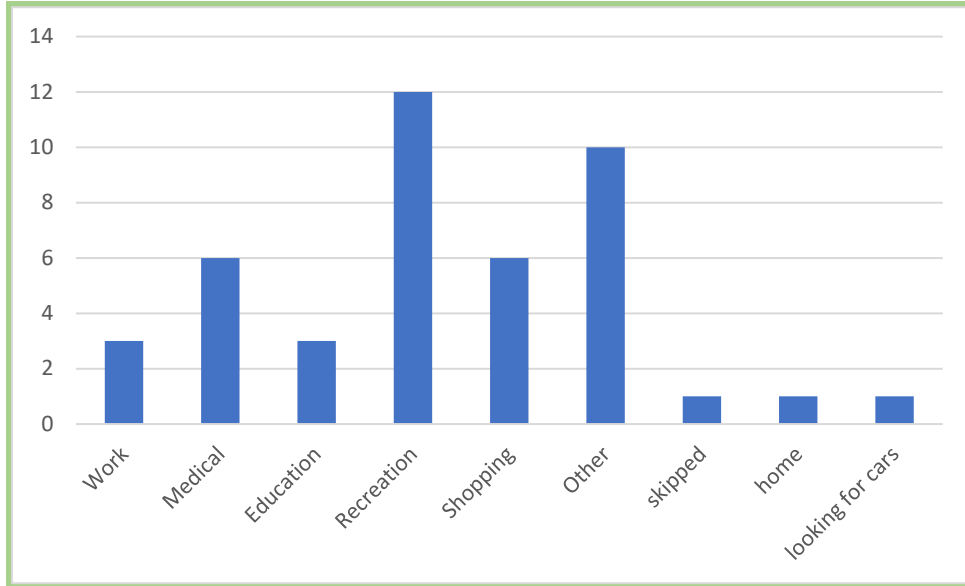
**Question 4 – If applicable, what stop will you be getting off this bus? Valley Children’s Hospital and Casino had more boardings relative to other locations.**

Figure A-4-4 MCC FR: If applicable, what stop will you be getting off this bus?



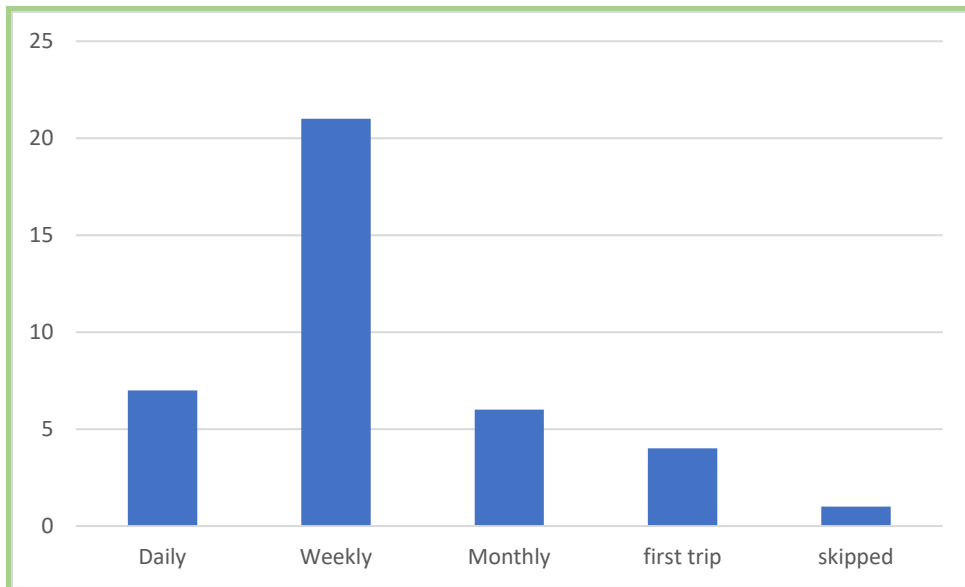
**Question 5** – What is the main purpose of your trip? A slight majority of respondents were for recreation and other purposes.

Figure A-4-5 MCC FR: What is the main purpose of your trip?



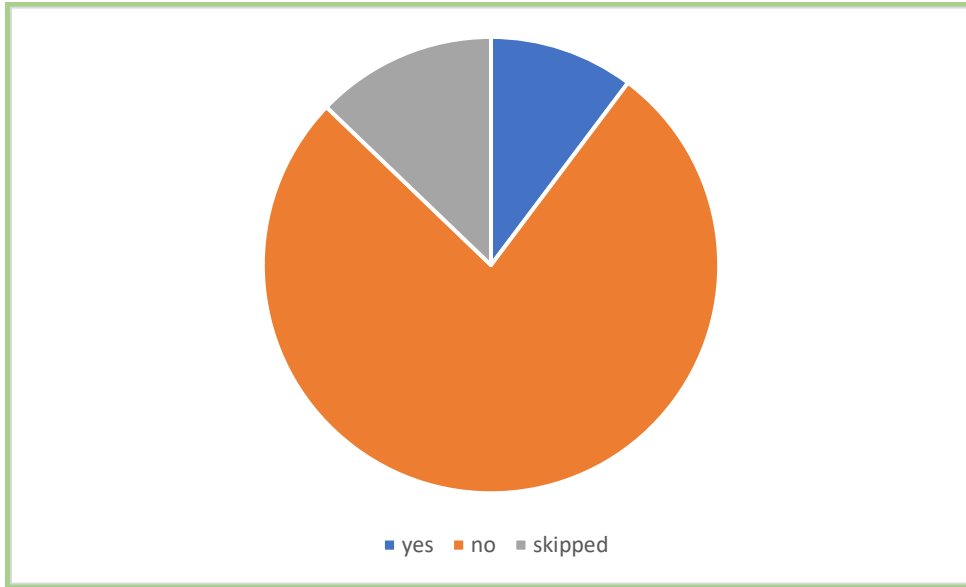
**Question 6** – How often do you ride the bus? A majority of respondents rode the bus weekly.

Figure A-4-6 MCC FR: How often do you ride the bus?



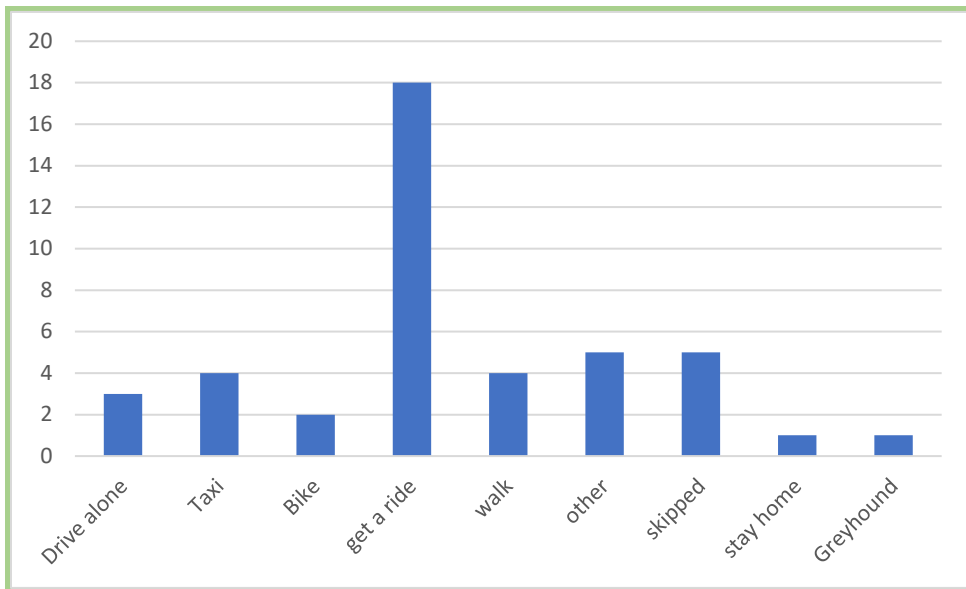
**Question 7** – Do you have a car for this trip? An overwhelming majority of respondents did not have a car.

Figure A-4-7 MCC FR: Do you have a car for this trip?



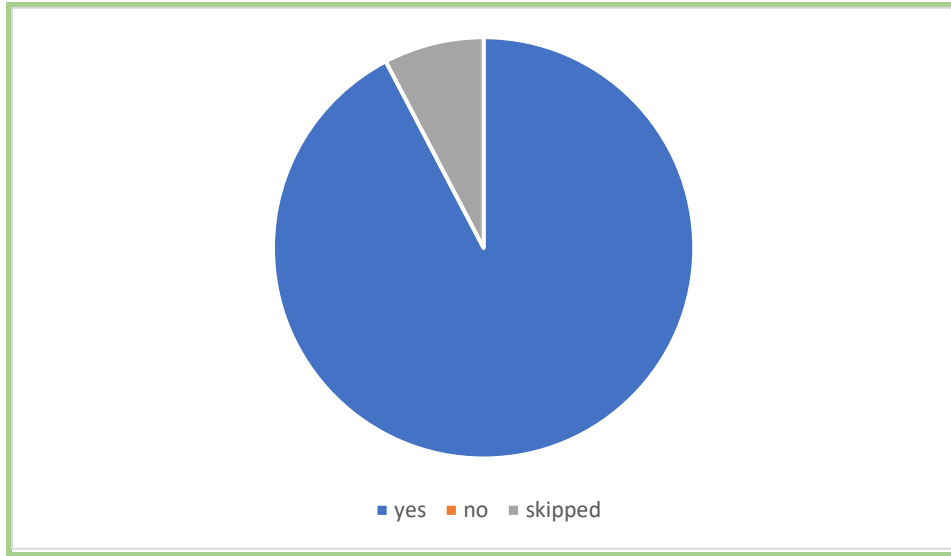
**Question 8** – How would you have made this trip if a bus were not available? A plurality of respondents would have gotten a ride.

Figure A-4-8 MCC FR: How would you have made this trip if a bus were not available?



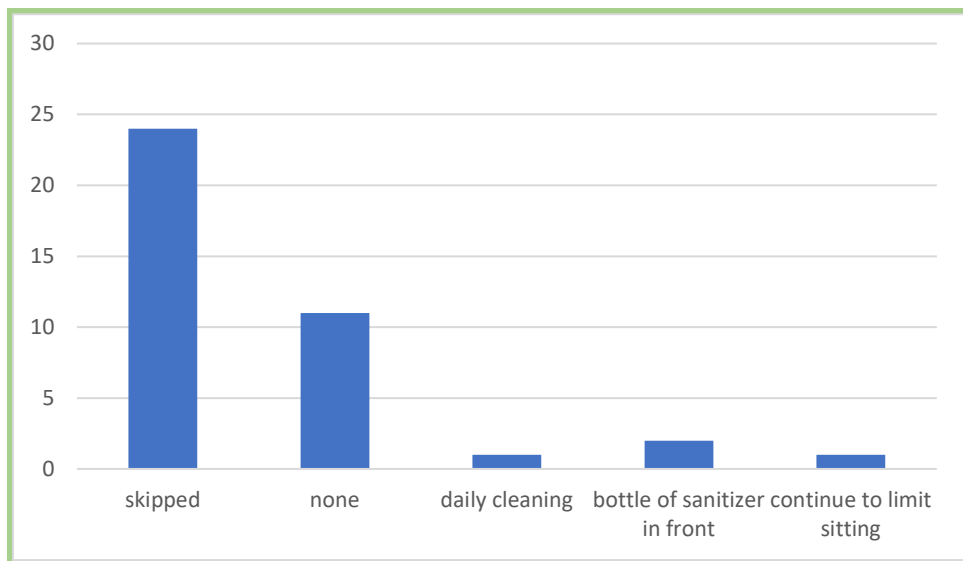
**Question 9** – Since the pandemic began, do you feel the transit services you use are clean and safe? An overwhelming majority of respondents felt that the transit services are clean and safe.

Figure A-4-9 MCC FR: Since the pandemic began, do you feel the transit services you use are clean and safe?



**Question 10** – What sanitary improvements would you recommend? The majority of respondents skipped this question. The most common recommendation was to have a bottle of hand sanitizer in front.

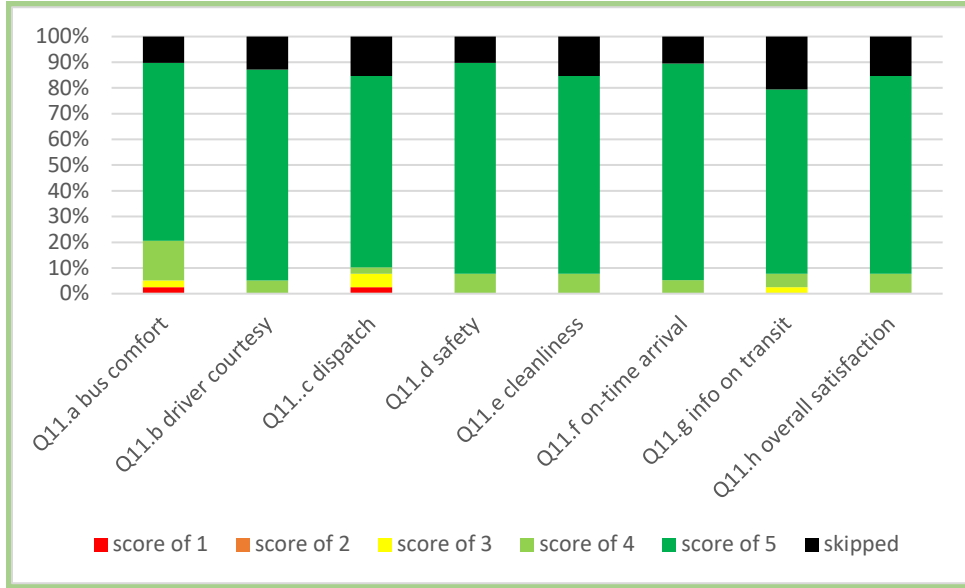
Figure A-4-10 MCC FR: What sanitary improvements would you recommend?





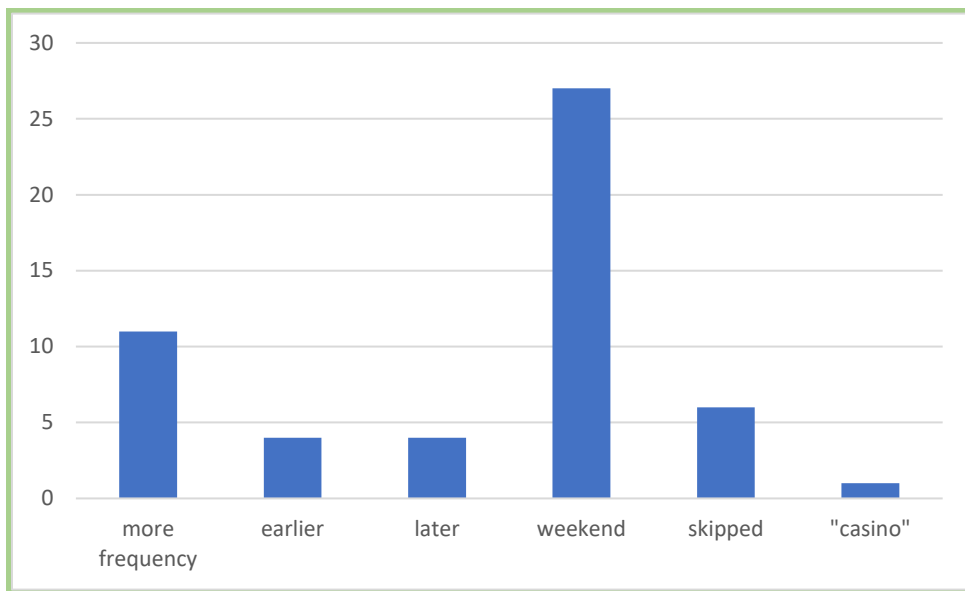
**Question 11** – Please rank on a scale of 1-5 (1 = poor; 5 = excellent) several service elements. The worst performing metric was bus comfort.

Figure A-4-11 MCC FR: Please rank on a scale of 1-5 several service elements



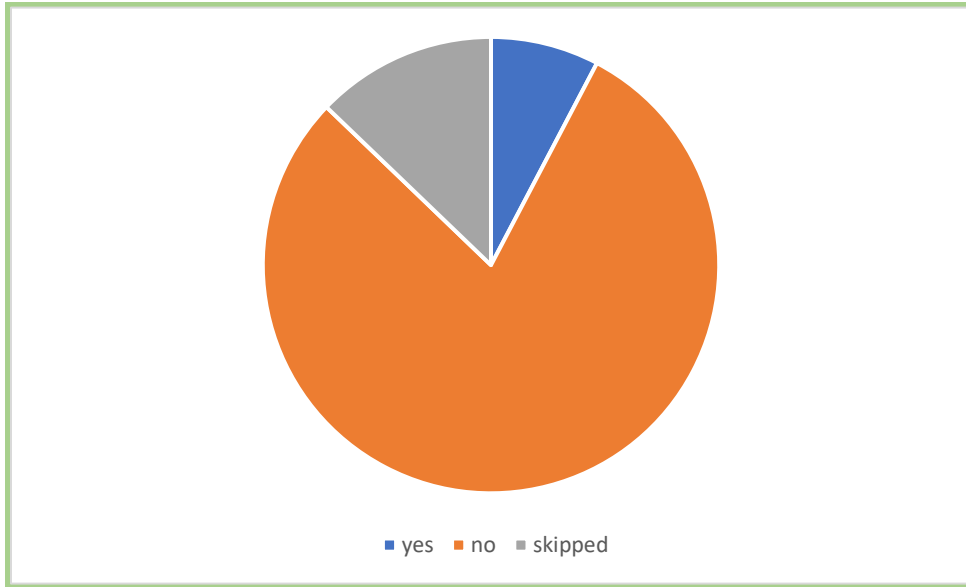
**Question 12** – What improvements would you like to see? The most common improvement requested was weekend service.

Figure A-4-12 MCC FR: What improvements would you like to see?



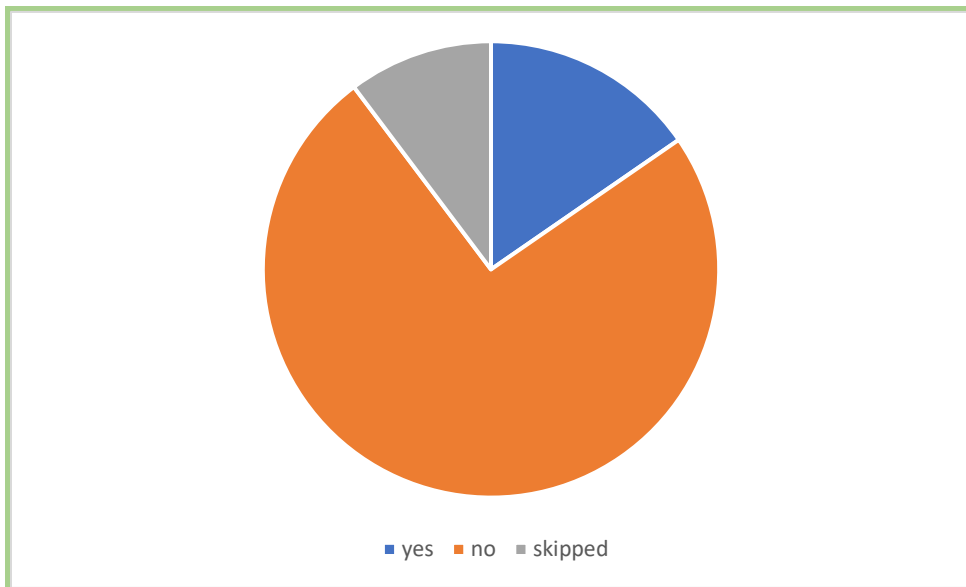
**Question 13** – Are you a veteran? The overwhelming majority of respondents were not a veteran.

Figure A-4-13 MCC FR: Are you a veteran?



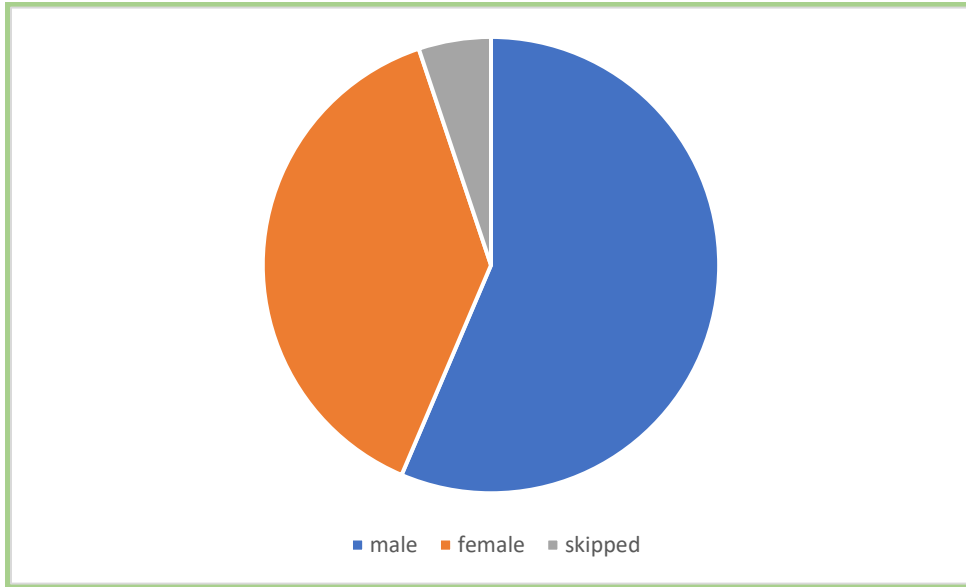
**Question 14** – Do you have a disability that limits driving? The overwhelming majority of respondents did not have a disability that limited driving.

Figure A-4-14 MCC FR: Do you have a disability that limits driving?



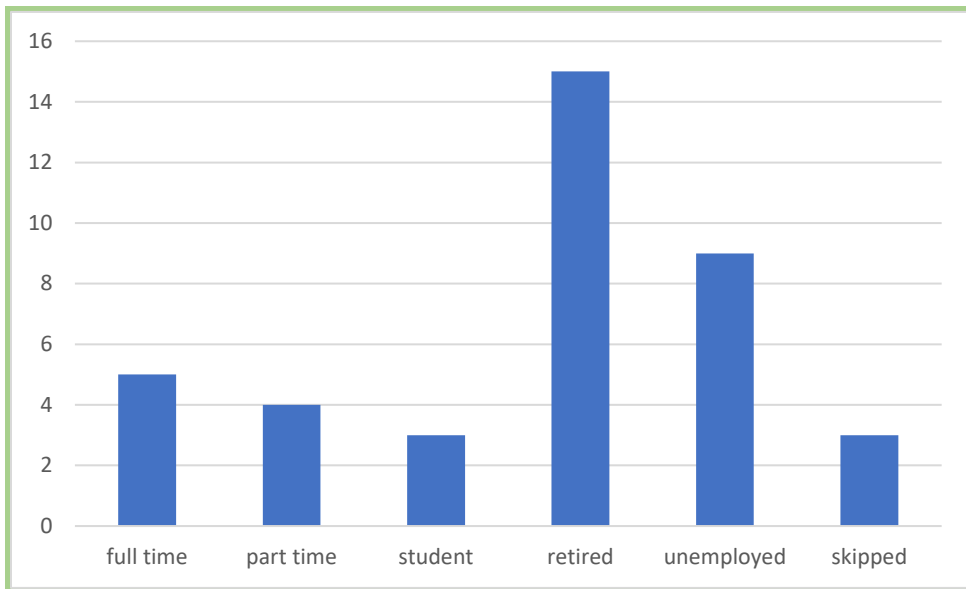
**Question 15** – What is your gender? The majority of respondents were male.

Figure A-4-15 MCC FR: What is your gender?



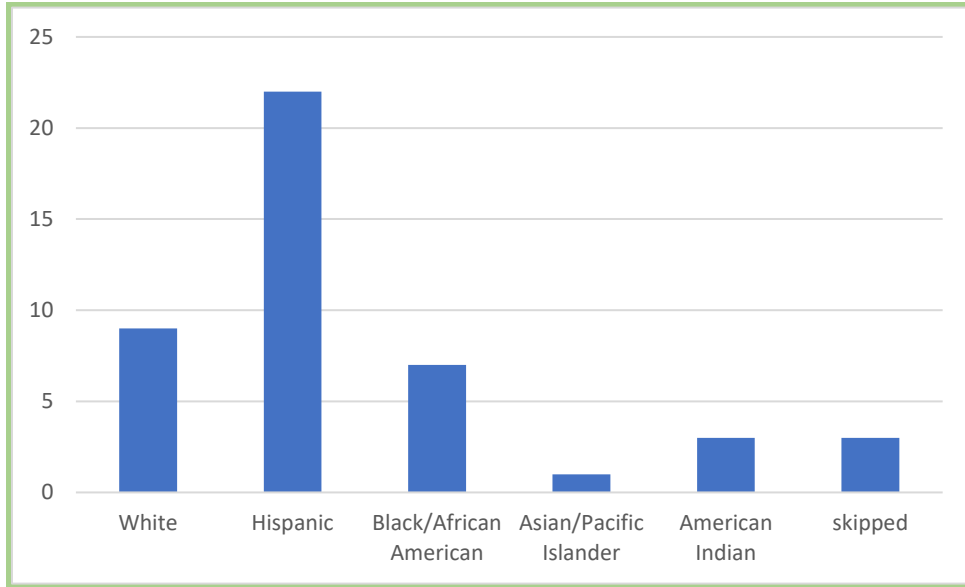
**Question 16** – What is your employment status? A plurality of respondents were retired, followed by unemployed.

Figure A-4-16 MCC FR: What is your employment status?



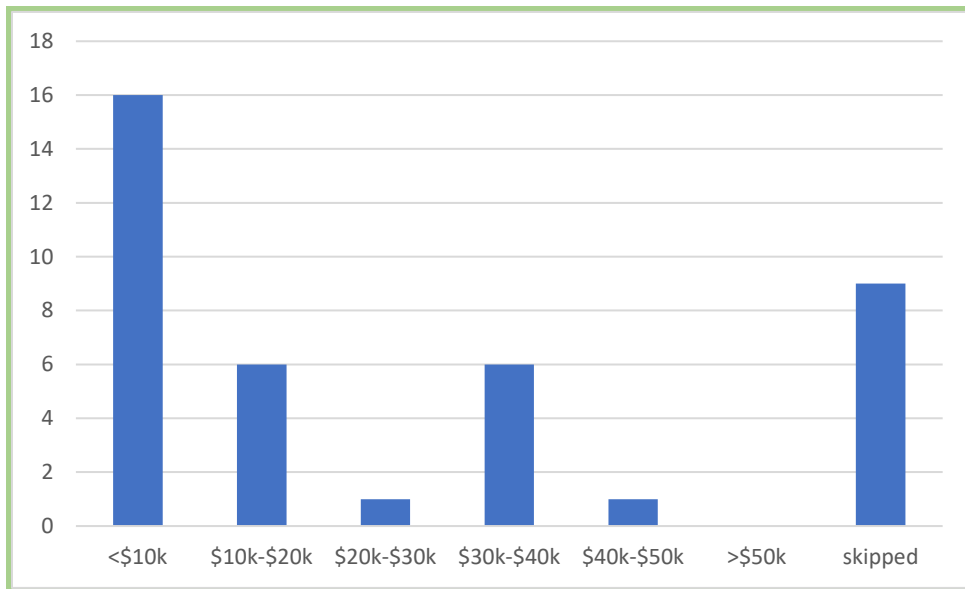
**Question 17** – What is your ethnicity? Almost half of respondents were Hispanic.

Figure A-4-17 MCC FR: What is your ethnicity?



**Question 18** – What is the estimated annual income of all members in your household? A plurality of respondents had an annual income less than \$10,000.

Figure A-4-18 MCC FR: What is the estimated annual income of all members in your household?

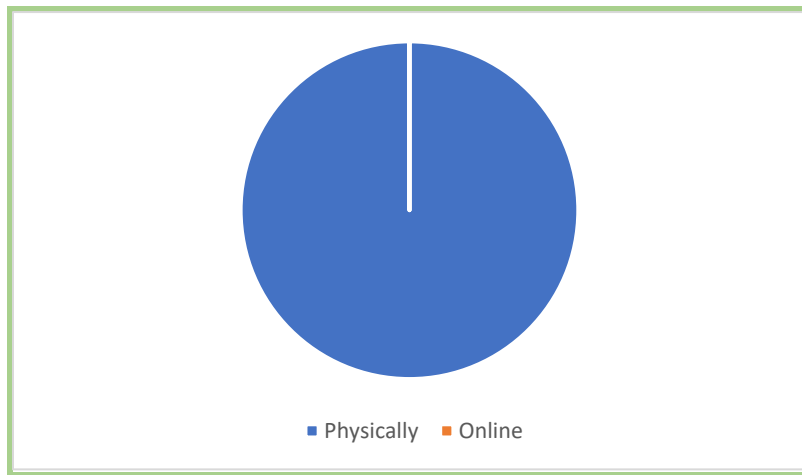


**Additional Comments:**

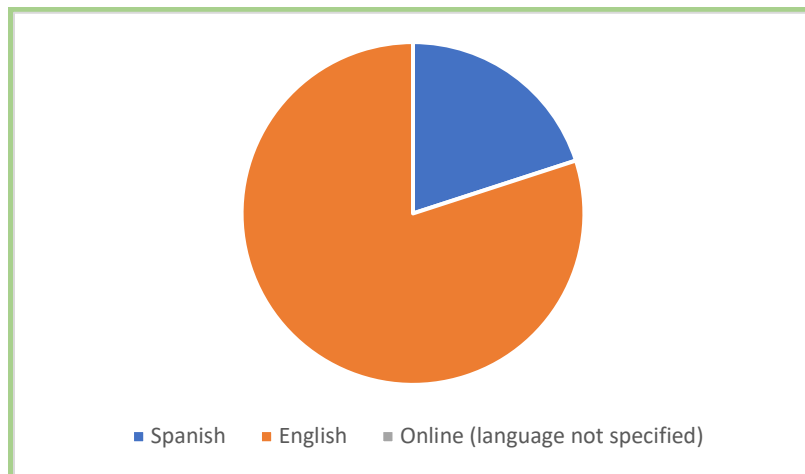
- “I would like a bus stop near Vons Market so I don’t have to walk in traffic.”

**MCC MADERA DIAL-A-RIDE**

*Figure A-5-A MCC DAR: Completed Form Physically or Online*

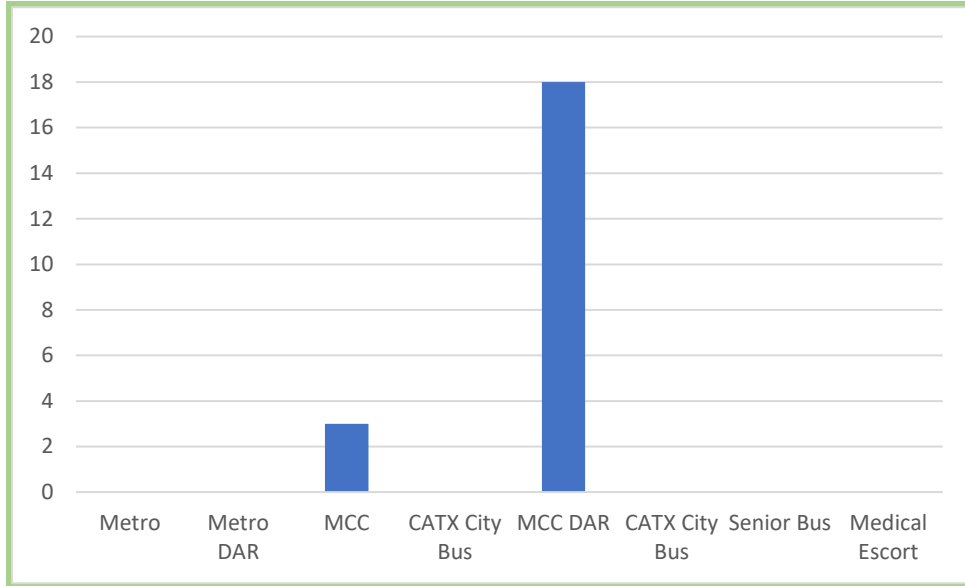


*Figure A-5-B MCC DAR: Completed Form in English or Spanish*



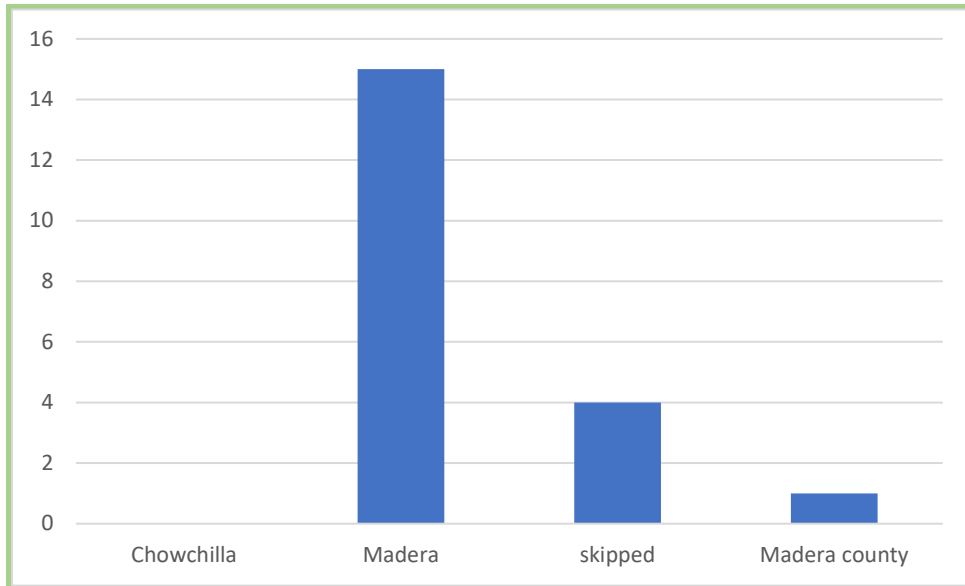
**Question 1** – Which transit service are you using today? The overwhelming majority of respondents were using MCC Dial-A-Ride.

Figure A-5-1 MCC DAR: Which transit service are you using today?



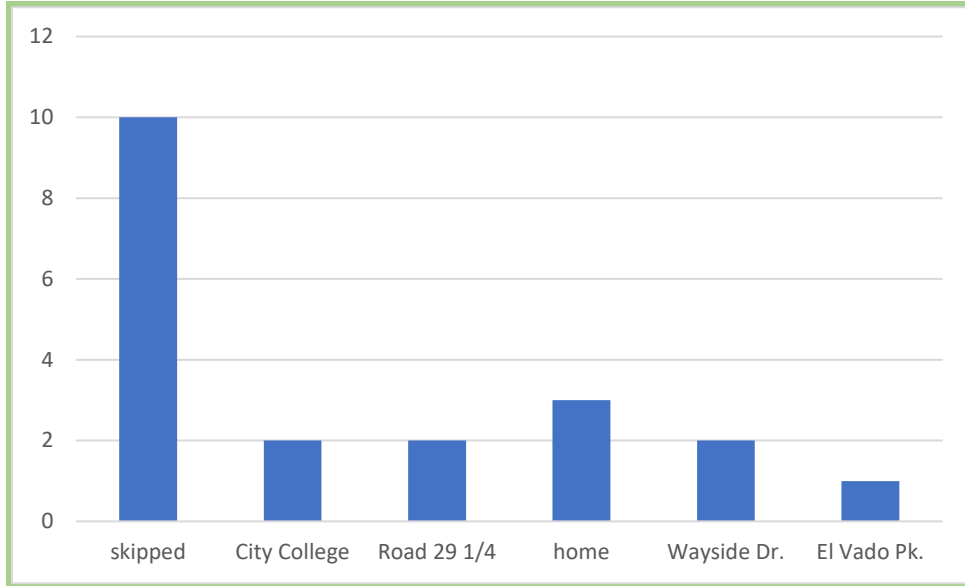
**Question 2** – What city or area of the county do you currently reside? The overwhelming majority of respondents were from the City of Madera.

Figure A-5-2 MCC DAR: What city or area of the county do you currently reside?



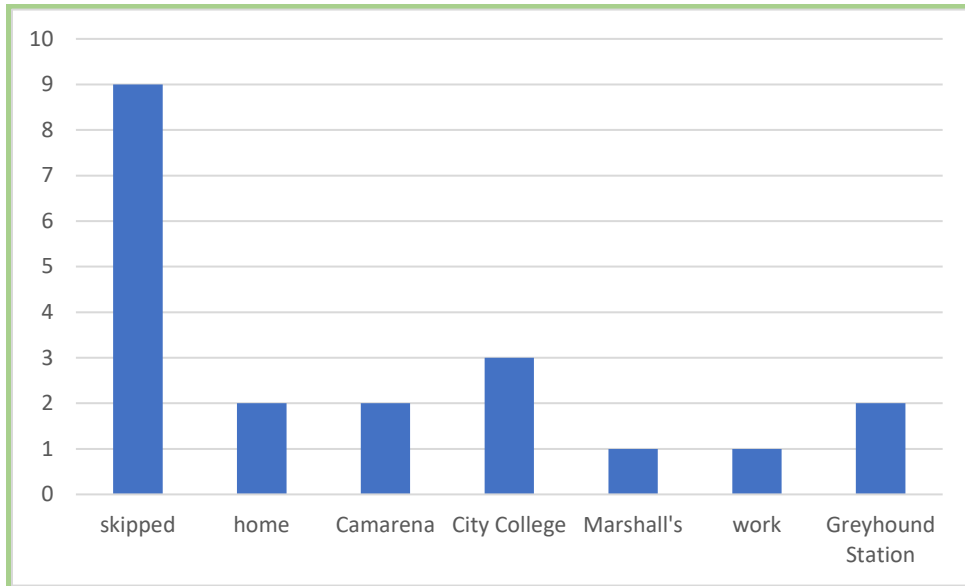
**Question 3** – If applicable, what stop did you board this bus today? More respondents answered home relative to other answers. Half of respondents skipped this question.

Figure A-5-3 MCC DAR: If applicable, what stop did you board this bus today?



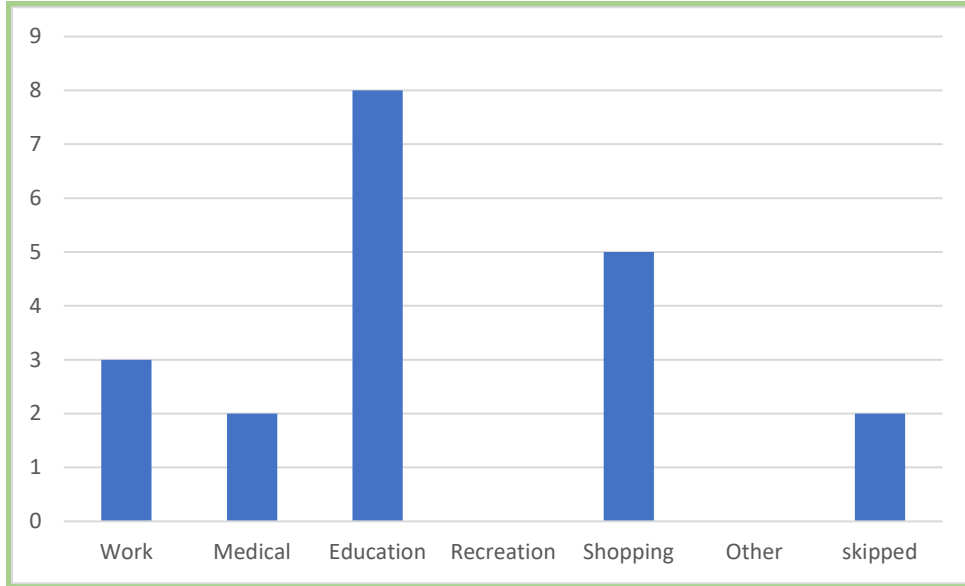
**Question 4** – If applicable, what stop will you be getting off this bus? The most common answer was the City College relative to the other answers. Almost half of respondents skipped this question.

Figure A-5-4 MCC DAR: If applicable, what stop will you be getting off this bus?



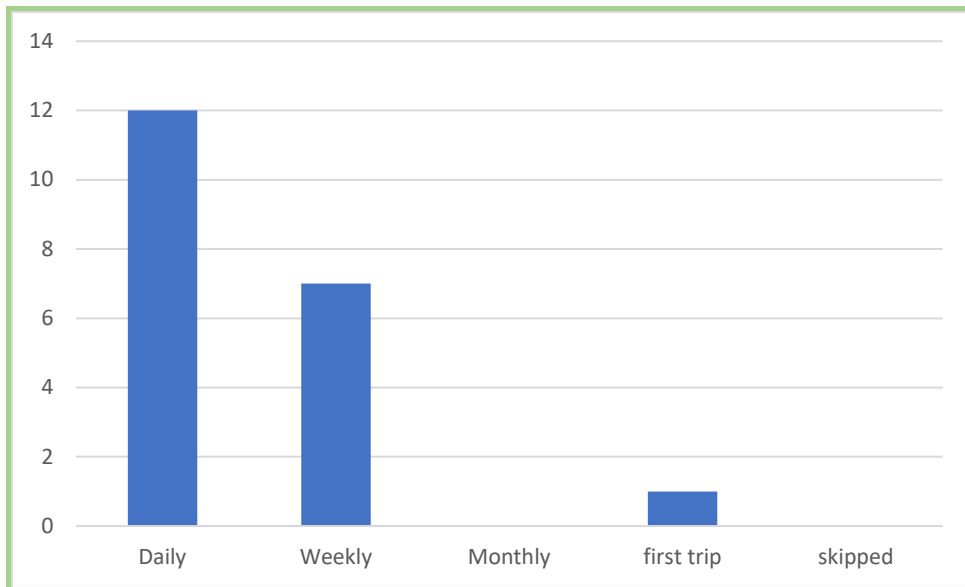
**Question 5** – What is the main purpose of your trip? A plurality of respondents answered Education with Shopping close after.

Figure A-5-5 MCC DAR: What is the main purpose of your trip?



**Question 6** – How often do you ride the bus? Over half of respondents ride the bus daily.

Figure A-5-6 MCC DAR: How often do you ride the bus?





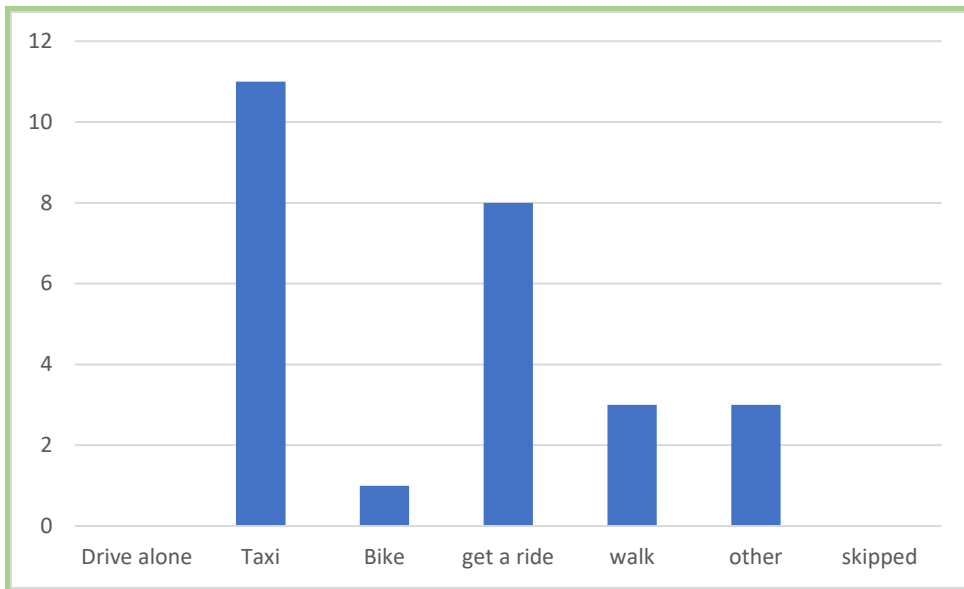
**Question 7** – Do you have a car for this trip? All respondents did not have a car for this trip.

Figure A-5-7 MCC DAR: Do you have a car for this trip?



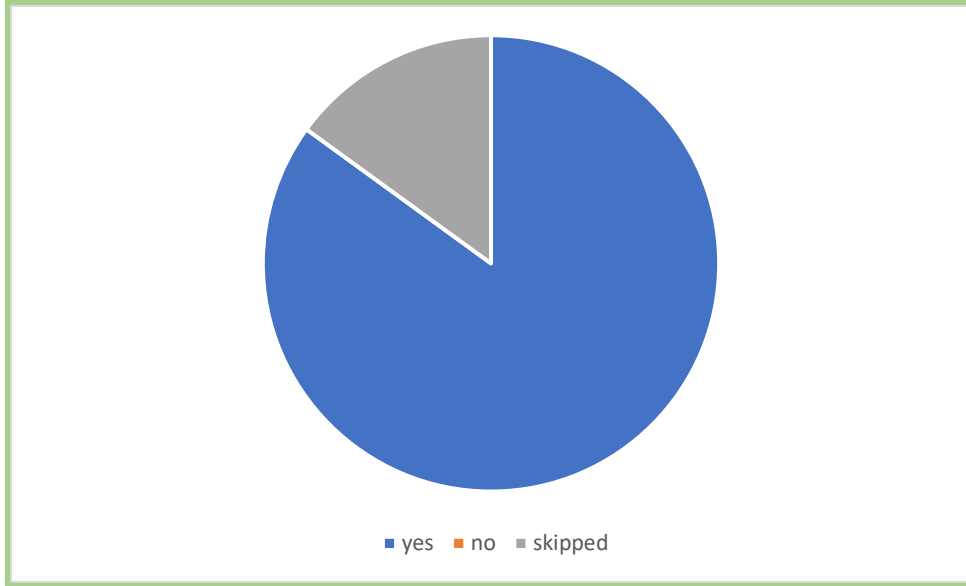
**Question 8** – How would you have made this trip if a bus were not available? A plurality of respondents would take a taxi with getting a ride close after.

Figure A-5-8 MCC DAR: How would you have made this trip if a bus were not available?



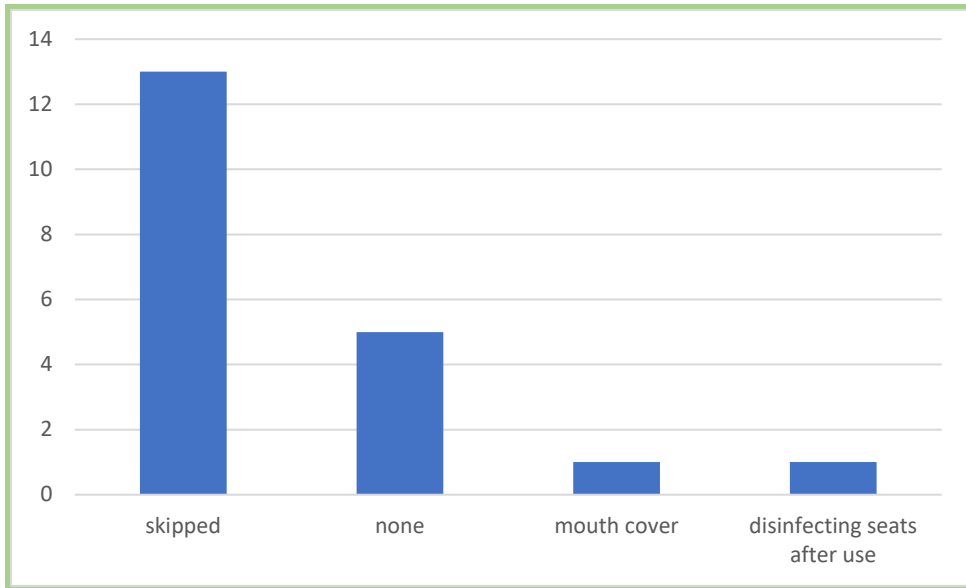
**Question 9** – Since the pandemic began, do you feel the transit services you use are clean and safe? The overwhelming majority of respondents felt the transit services are clean and safe.

Figure A-5-9 MCC DAR: Since the pandemic began, do you feel the transit services you use are clean and safe?



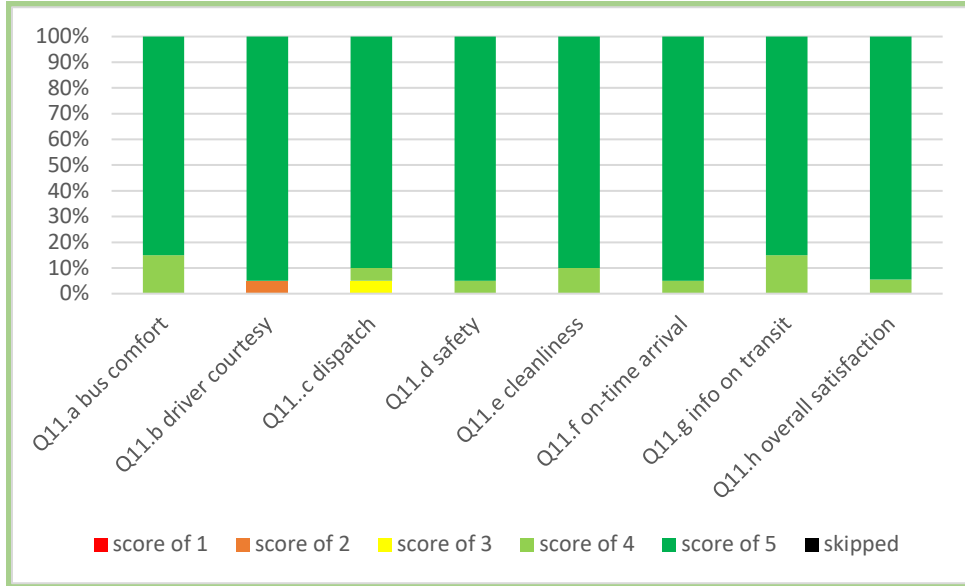
**Question 10** – What sanitary improvements would you recommend? The overwhelming majority of respondents had no recommendations. The only two were mouth coverings and disinfecting the seats after use.

Figure A-5-10 MCC DAR: What sanitary improvements would you recommend?



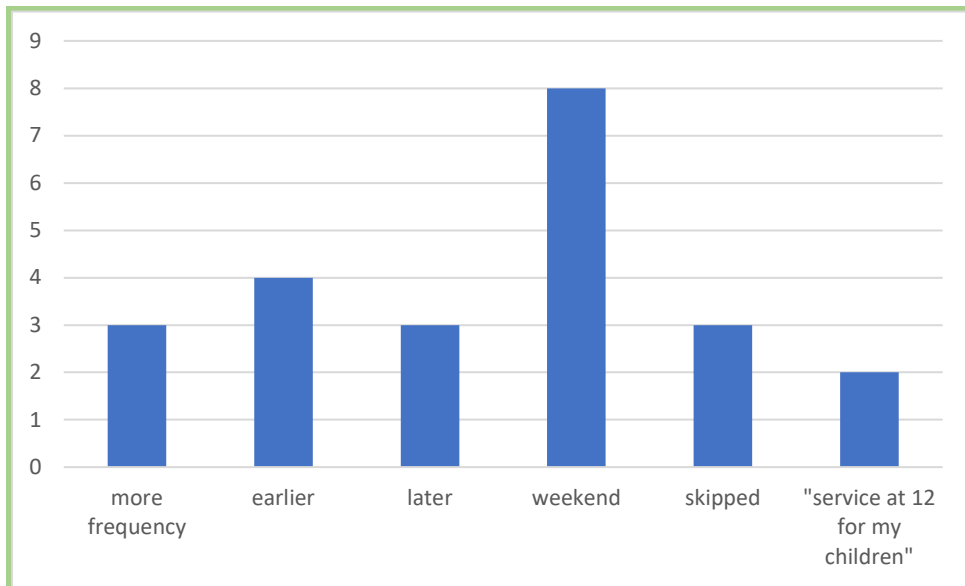
**Question 11** – Please rank on a scale of 1-5 (1 = poor; 5 = excellent) several service elements. All service elements had 85% or more of respondents scoring 5.

Figure A-5-11 MCC DAR: Please rank on a scale of 1-5 several service elements



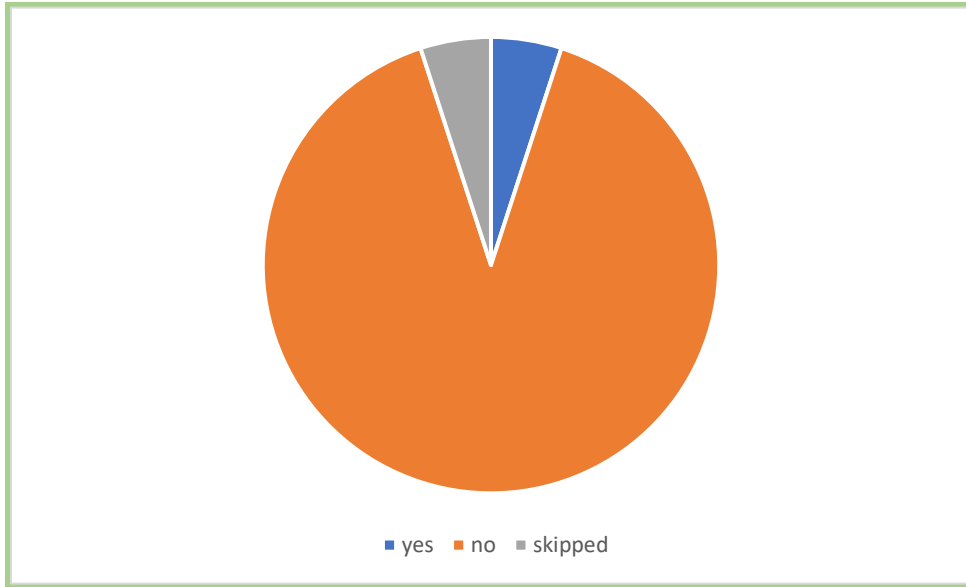
**Question 12** – What improvements would you like to see? A plurality of respondents would like weekend service.

Figure A-5-12 MCC DAR: What improvements would you like to see?



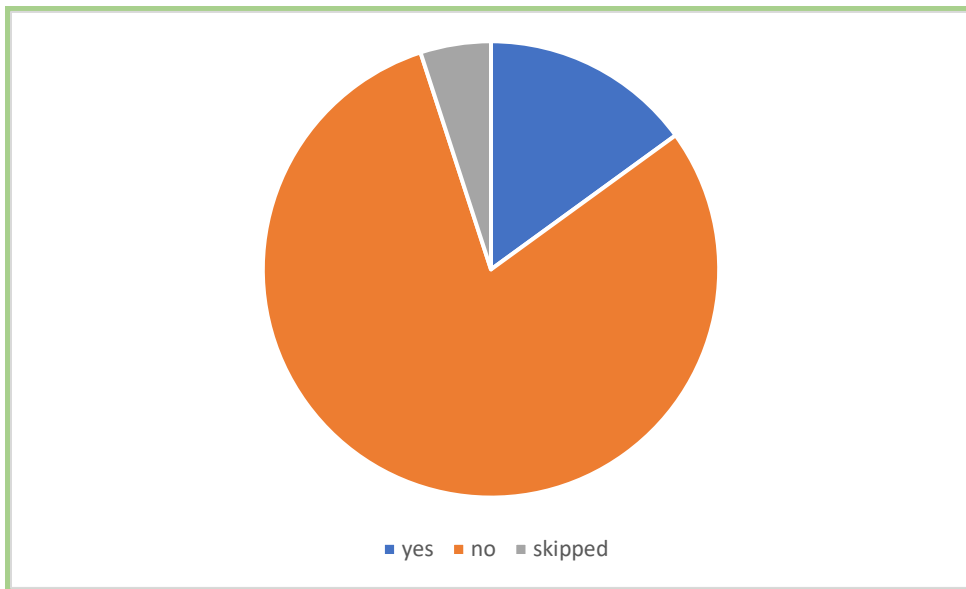
**Question 13** – Are you a veteran? The overwhelming majority of respondents were not a veteran.

Figure A-5-13 MCC DAR: Are you a veteran?



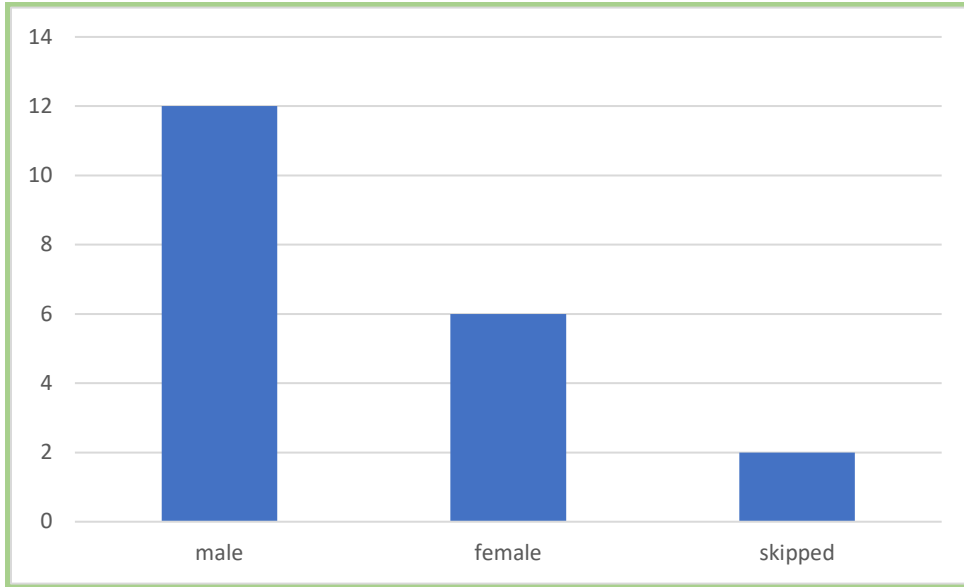
**Question 14** – Do you have a disability that limits driving? The overwhelming majority of respondents did not have a disability that limits driving.

Figure A-5-14 MCC DAR: Do you have a disability that limits driving?



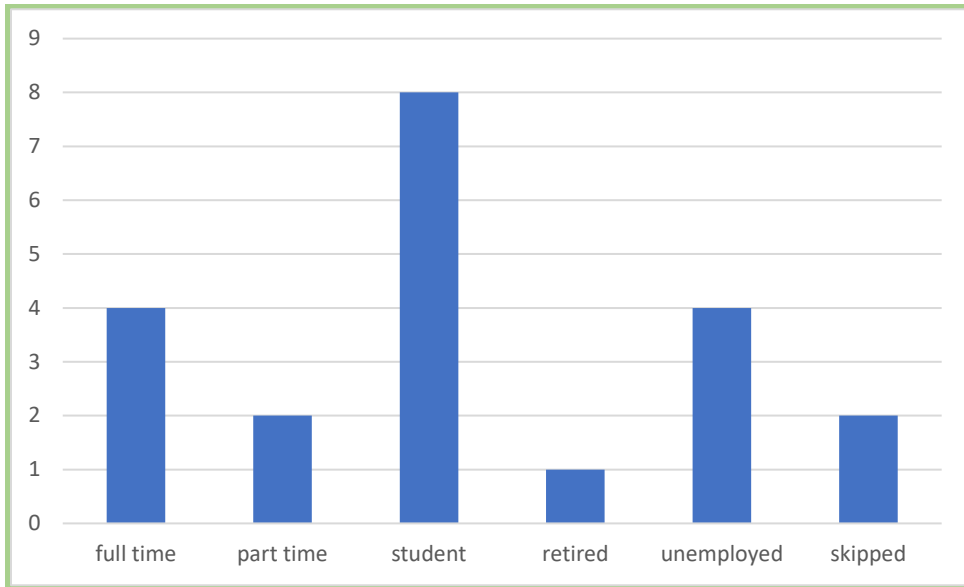
**Question 15** – What is your gender? A majority of respondents were male.

Figure A-5-15 MCC DAR: What is your gender?



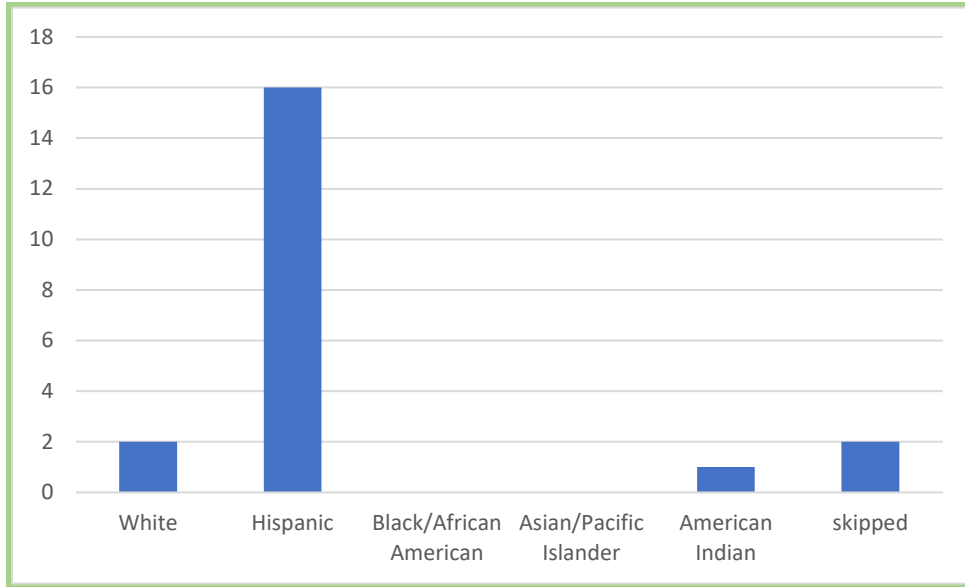
**Question 16** – What is your employment status? A plurality of respondents were students.

Figure A-5-16 MCC DAR: What is your employment status?



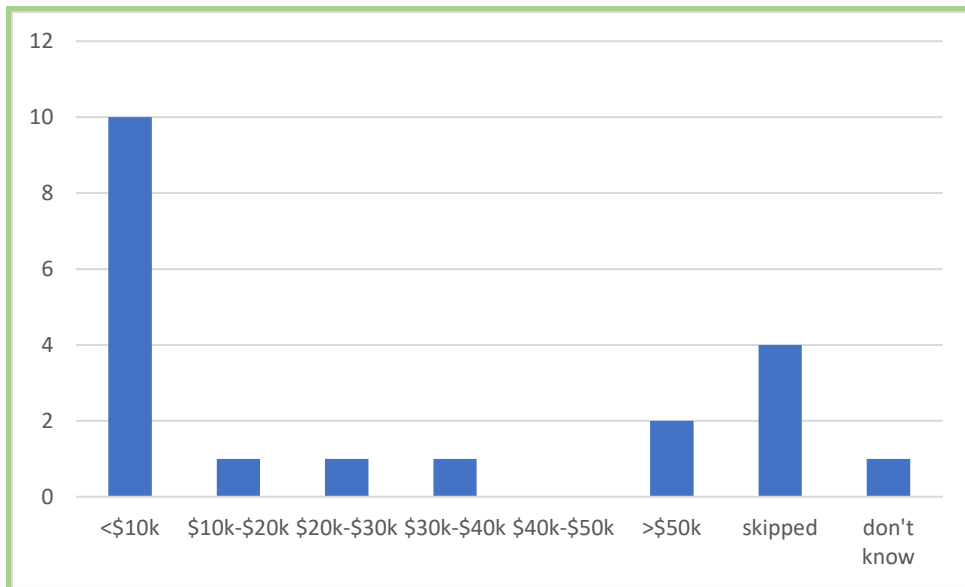
**Question 17** – What is your ethnicity? The overwhelming majority of respondents were Hispanic.

Figure A-5-17 MCC DAR: What is your ethnicity?



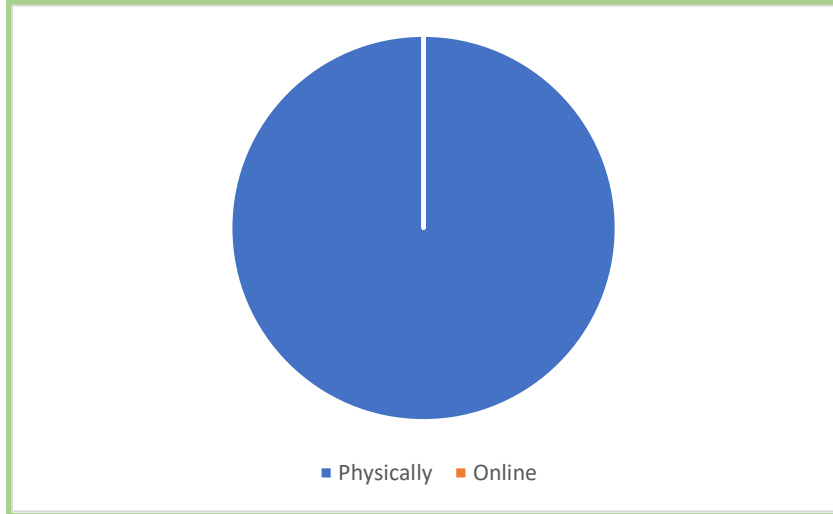
**Question 18** – What is the estimated annual income of all members in your household? Half of respondents had an annual income of less than \$10,000.

Figure A-5-18 MCC DAR: What is the estimated annual income of all members in your household?



**Senior Bus & Escort Service (SB&ES)**

*Figure A-6-A SB&ES: Completed Form Physically or Online*

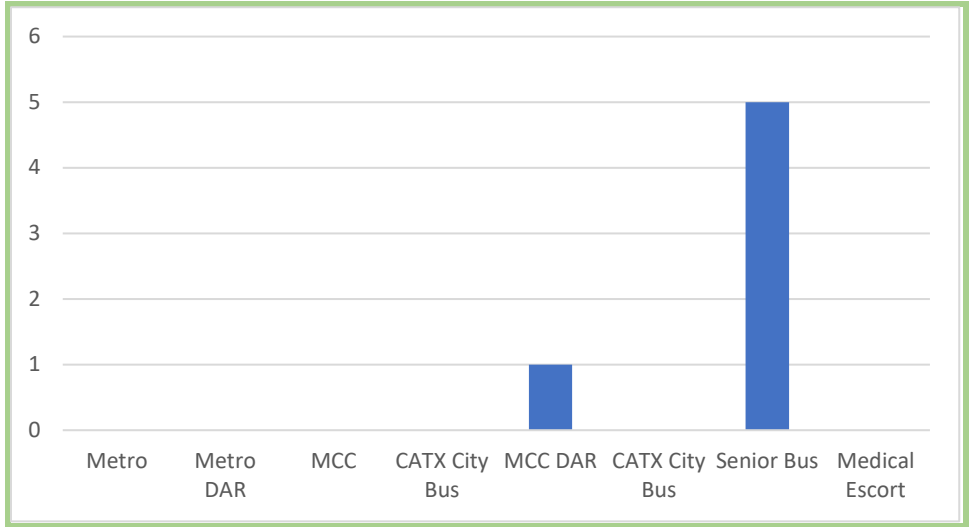


*Figure A-6-B SB&ES: Completed Form in English or Spanish*



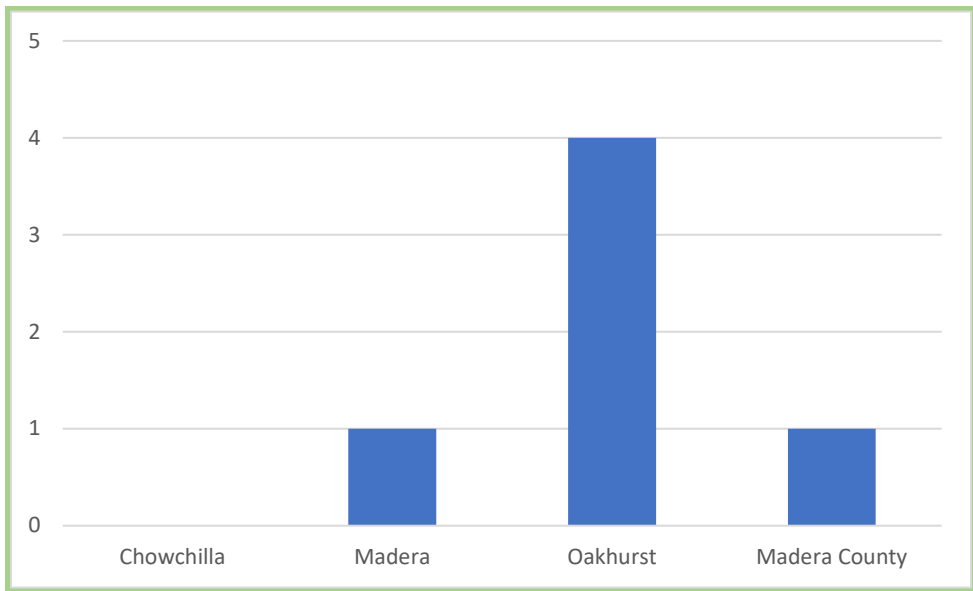
**Question 1** – Which transit service are you using today? The overwhelming majority of respondents were using the Senior Bus.

Figure A-6-1 SB & ES: Which transit service are you using today?



**Question 2** – What city or area of the county do you currently reside? The overwhelming majority of respondents were from Oakhurst.

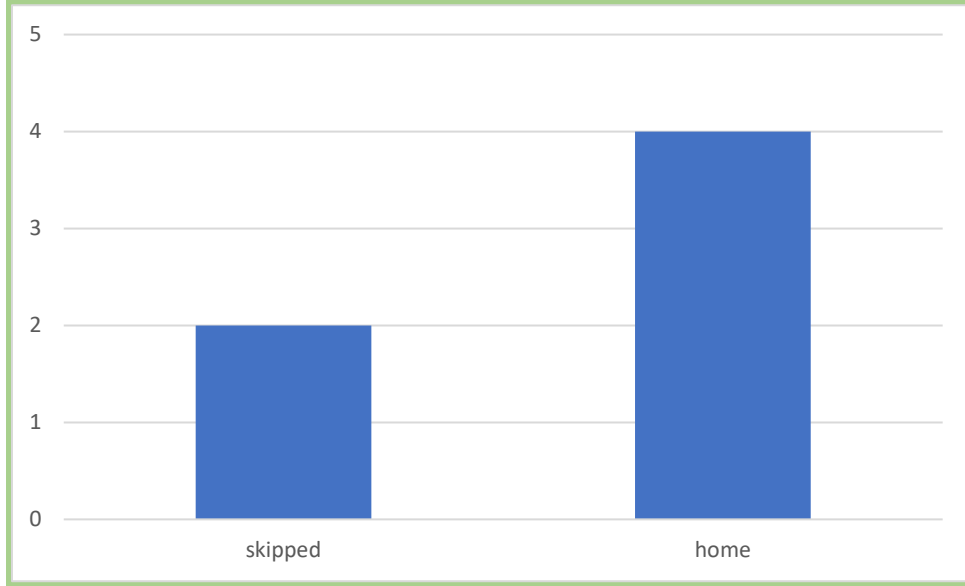
Figure A-6-2 SB & ES: What city or area of the county do you currently reside?





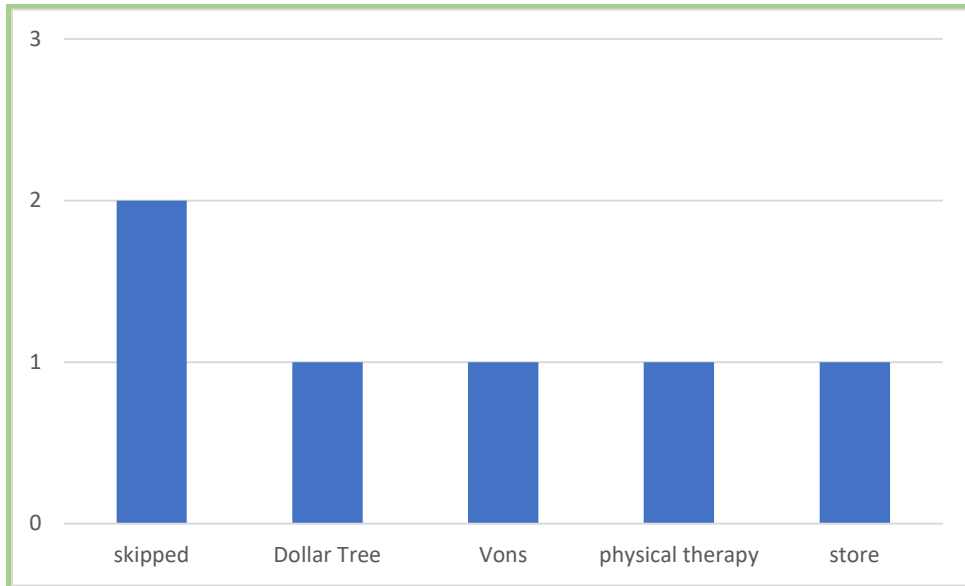
**Question 3** – If applicable, what stop did you board this bus today? The overwhelming majority of respondents were boarding at home.

Figure A-6-3 SB & ES: If applicable, what stop did you board this bus today?



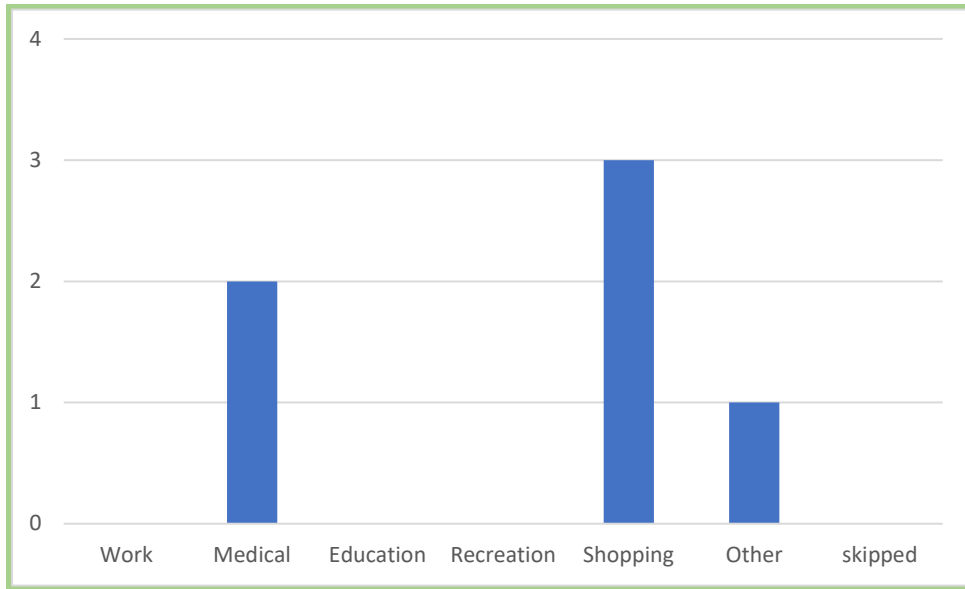
**Question 4** – If applicable, what stop will you be getting off this bus? Respondents were evenly split for departures with each having their own.

Figure A-6-4 SB & ES: If applicable, what stop will you be getting off this bus?



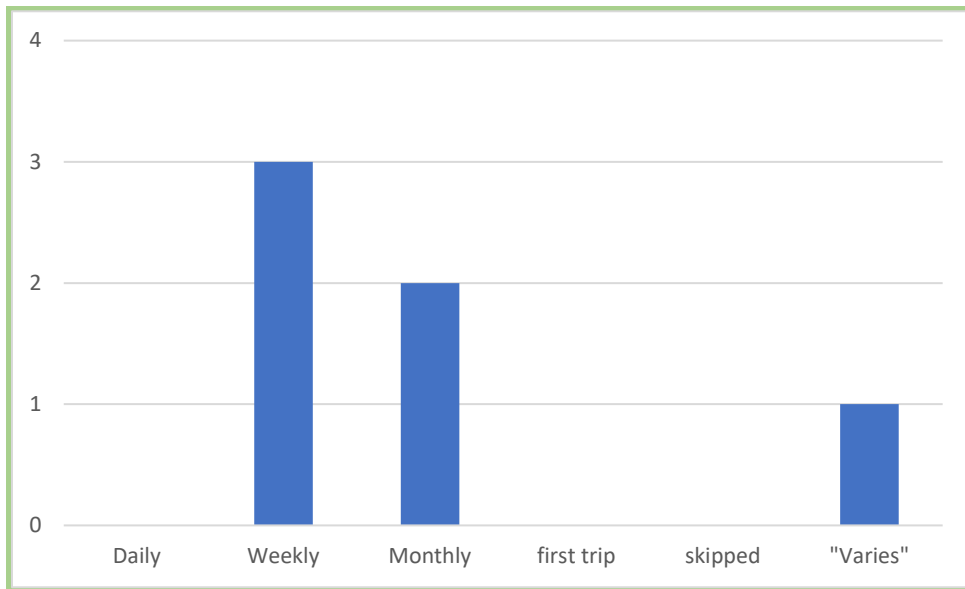
**Question 5** – What is the main purpose of your trip? Half of respondents said Shopping.

Figure A-6-5 SB & ES: What is the main purpose of your trip?



**Question 6** – How often do you ride the bus? Half of respondents rode the bus weekly.

Figure A-6-6 SB & ES: How often do you ride the bus?



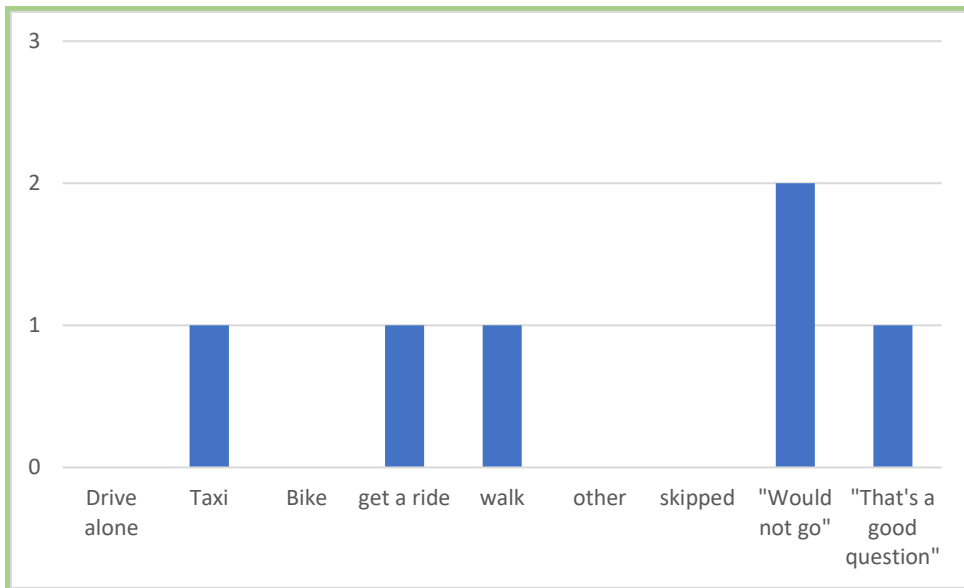
**Question 7** – Do you have a car for this trip? All respondents did not have a car for this trip.

Figure A-6-7 SB & ES: Do you have a car for this trip?



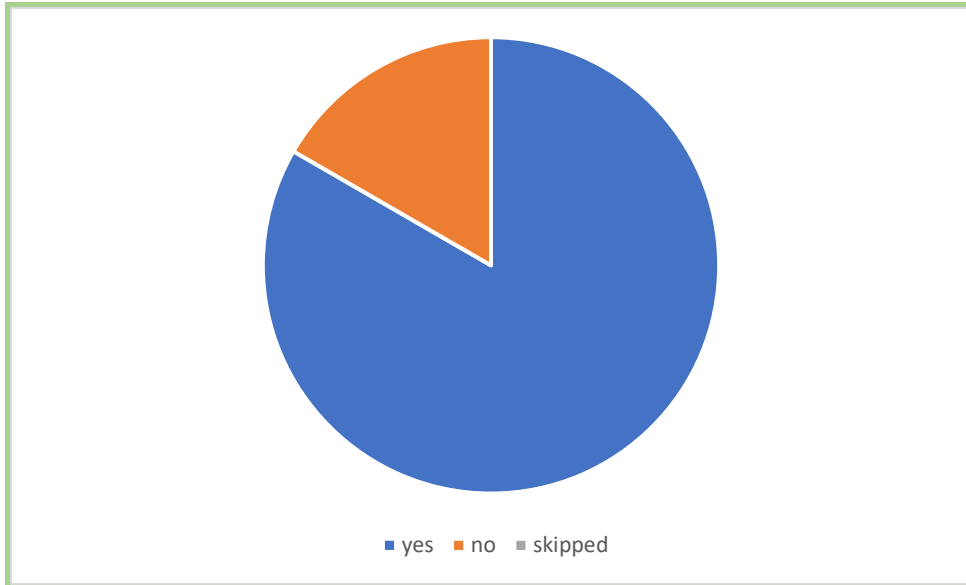
**Question 8** – How would you have made this trip if a bus were not available? The most common answer from respondents said that they simply would not go.

Figure A-6-8 SB & ES: How would you have made this trip if a bus were not available?



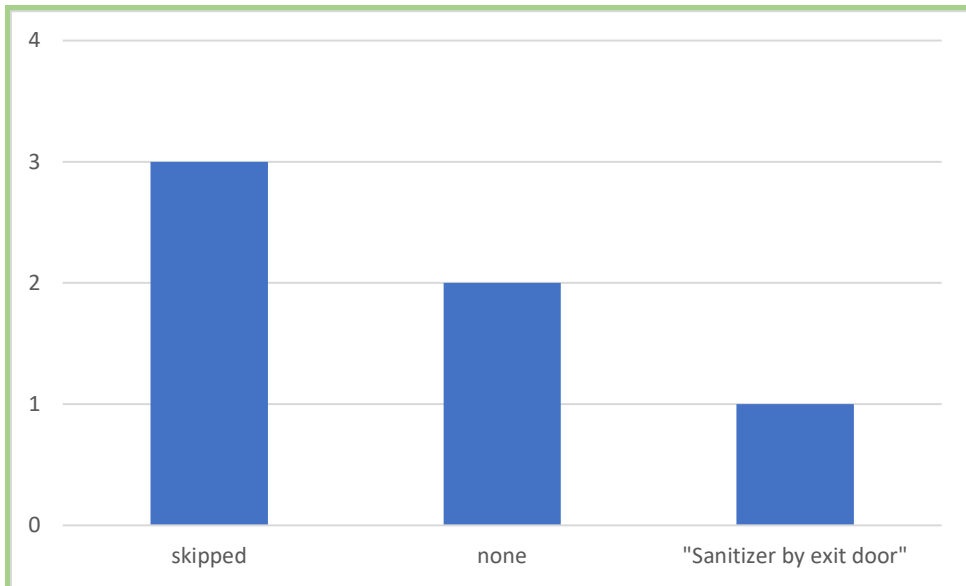
**Question 9** – Since the pandemic began, do you feel the transit services you use are clean and safe? The overwhelming majority of respondents felt the transit services are clean and safe.

Figure A-6-9 SB & ES: Since the pandemic began, do you feel the transit services you use are clean and safe?



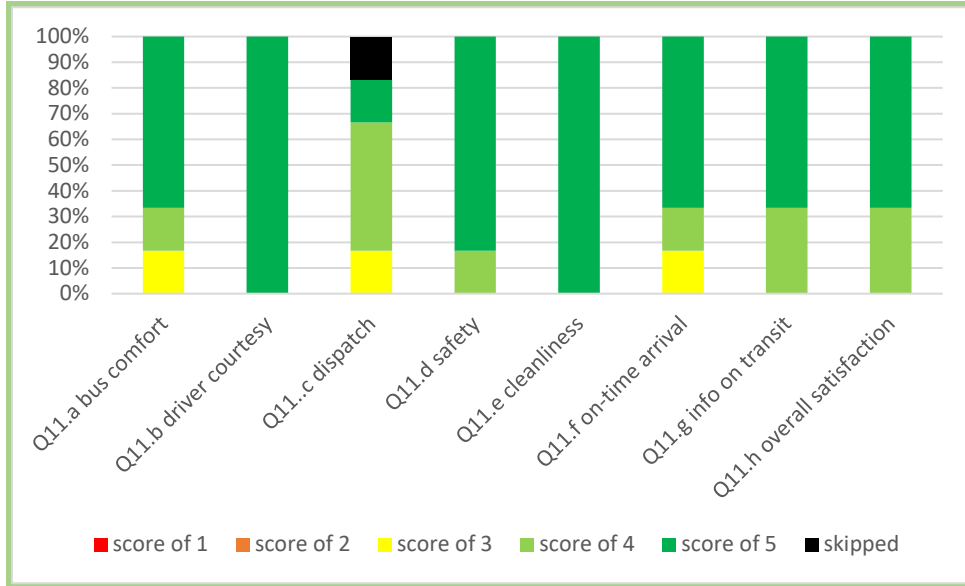
**Question 10** – What sanitary improvements would you recommend? The overwhelming majority of respondents had no recommendations. The only recommendation was having sanitizer by the door.

Figure A-6-10 SB & ES: What sanitary improvements would you recommend?



**Question 11** – Please rank on a scale of 1-5 (1 = poor; 5 = excellent) several service elements. The worst performing service element was dispatch.

Figure A-6-11 SB & ES: Please rank on a scale of 1-5 several service elements



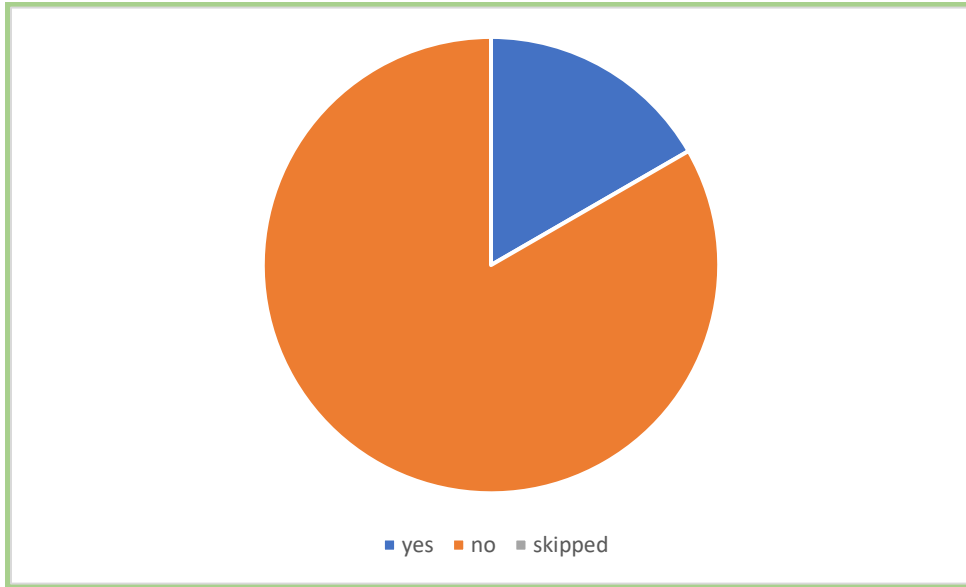
**Question 12** – What improvements would you like to see? The most common request from respondents was later service with weekend service close behind.

Figure A-6-12 SB & ES: What improvements would you like to see?



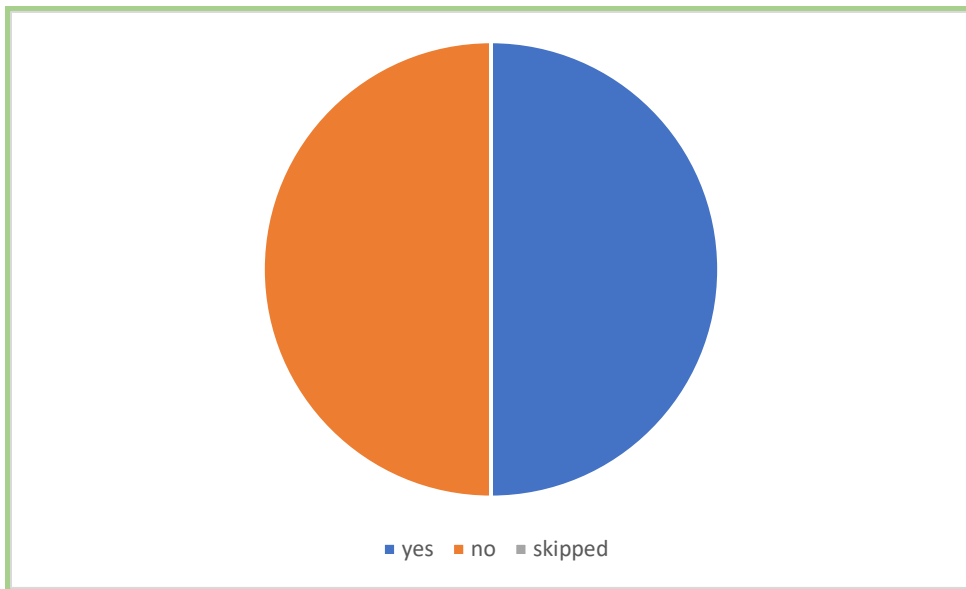
**Question 13** – Are you a veteran? The overwhelming majority of respondents were not a veteran.

Figure A-6-13 SB & ES: Are you a veteran?



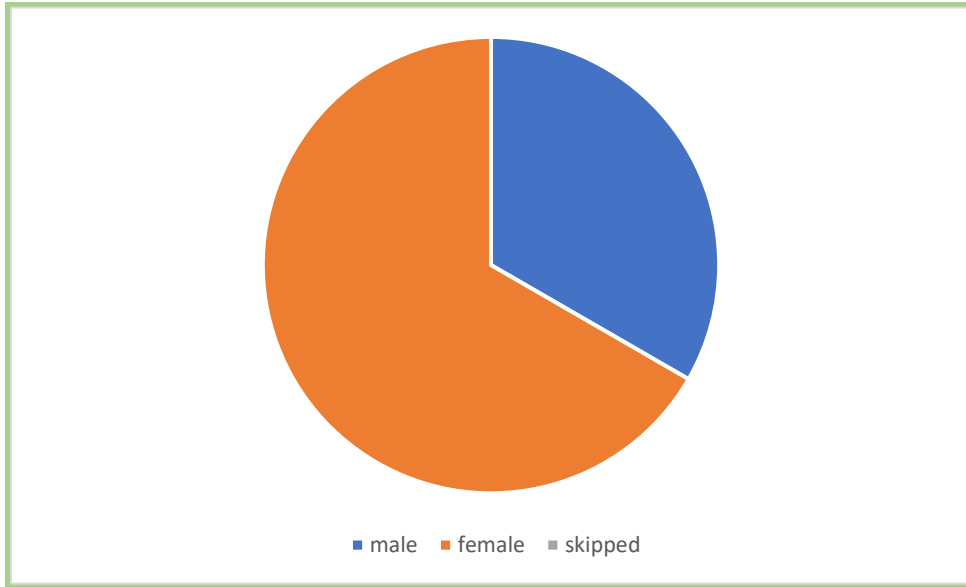
**Question 14** – Do you have a disability that limits driving? Half of respondents had a disability that limited driving.

Figure A-6-14 SB & ES: Do you have a disability that limits driving?



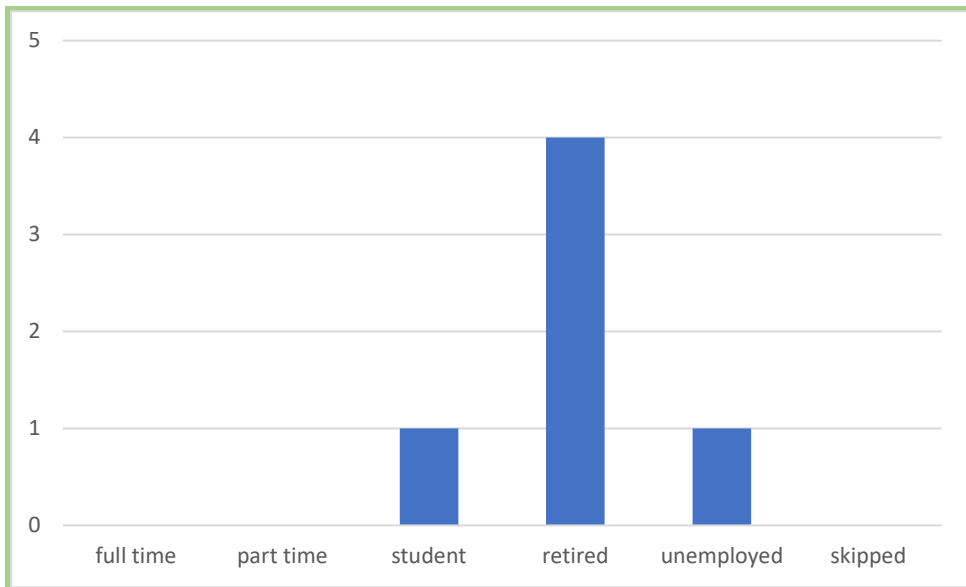
**Question 15** – What is your gender? The overwhelming majority of respondents were female.

Figure A-6-15 SB & ES: What is your gender?



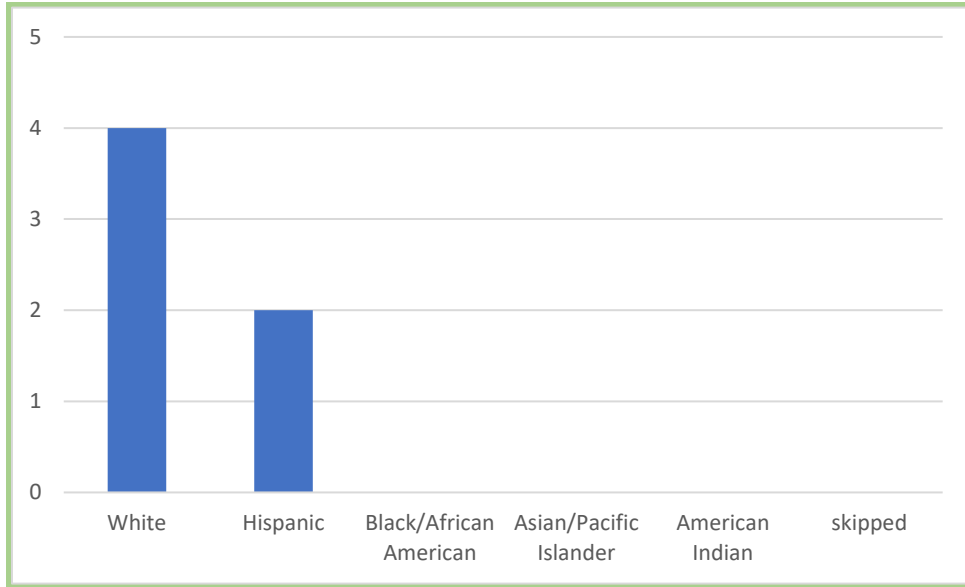
**Question 16** – What is your employment status? The overwhelming majority of respondents were retired.

Figure A-6-16 SB & ES: What is your employment status?



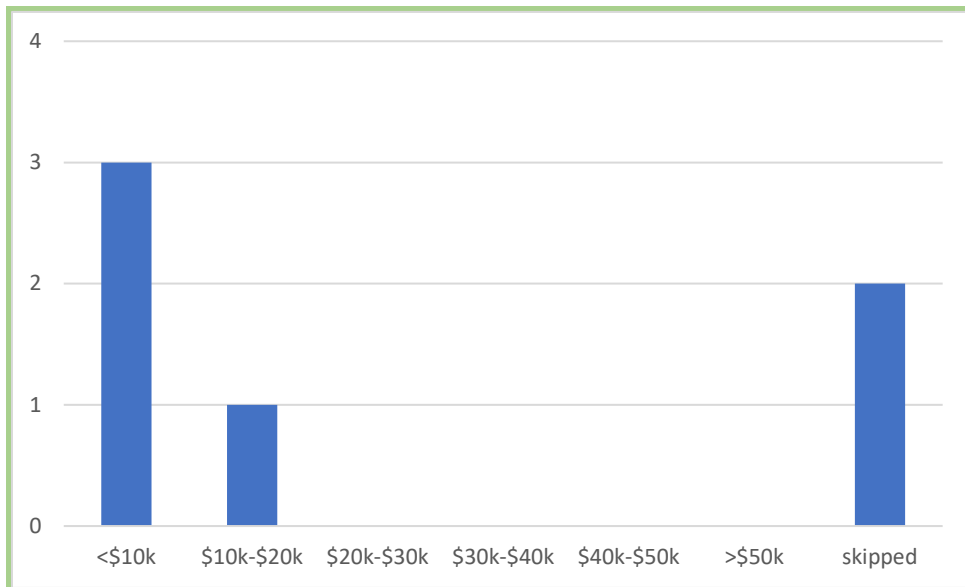
**Question 17** – What is your ethnicity? The overwhelming majority of respondents were white.

Figure A-6-17 SB & ES: What is your ethnicity?



**Question 18** – What is the estimated annual income of all members in your household? Half of respondents had an annual income of less than \$10,000.

Figure A-6-18 SB & ES: What is the estimated annual income of all members in your household?





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

In the matter of:  
**FY2022/23 – FY2026/27 SHORT RANGE  
TRANSIT PLAN FOR MADERA COUNTY**

Resolution No.: **22-03**

**WHEREAS,** the Madera County Transportation Commission has been designated the Regional Transportation Planning Agency for Madera County by the Secretary of Business and Transportation Agency pursuant to Section 29532 of the California Government Code (as amended by AB 402, 1977); and acting as the Metropolitan Planning Organization (MPO) (Federal Highways Act of 1974 and the Urban Mass Transportation Administration Act of 1964 as amended pursuant to joint regulations—Code of Federal Regulations, Title 23, Part: 450, Title 49, Part: 613) has developed a comprehensive, coordinated, and continuing transportation planning process; and

**WHEREAS,** under the Urban Mass Transportation Administration Act of 1964 (49 U.S.C. 1604), as amended by Section 103 (a) of Publication L. 93-503 (88 Stat. 1565; November 26, 1974), the National Mass Transportation Assistance Act of 1974, the Metropolitan Planning Organization is required to adopt a Short-Range transit plan to meet FTA requirements as part of the Regional Transportation Plan; and

**WHEREAS,** the Short Range Transit Plan for the Madera Urbanized Area has been prepared to comply with FTA requirements for a five year program of transit improvements in the metropolitan service area; and

**WHEREAS,** the Short Range Transit Plan has been prepared to satisfy management planning requirements and is consistent with the adopted Regional Transportation Plan for Madera County; and

**WHEREAS,** the Short Range Transit Plan was developed through a continuing, cooperative, and comprehensive transportation planning process; and

**WHEREAS,** public commentary was received at the MCTC’s monthly public Board meeting; and

**NOW THEREFORE BE IT RESOLVED** that the Madera County Transportation Commission hereby adopts the report entitled, Short Range Transit Plan for the Madera Urbanized Area, 2022-2027 as metropolitan planning agency; and

The foregoing resolution was adopted this 23<sup>rd</sup> day of March 2022 by the following vote:

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

\_\_\_\_\_  
Chairman, Madera County Transportation Commission

\_\_\_\_\_  
Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of March 23, 2022

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

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**SUBJECT:**

Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 6

**Enclosure:** Yes

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 6

**SUMMARY:**

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTC Policy Board approve Resolution 21-15 Amendment No. 6, allowing for continued remote teleconferenced public meetings for all MCTC Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

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

In the matter of  
**FINDING OF A PROCLAMATION OF A STATE  
OF EMERGENCY BY THE GOVERNOR’S  
ORDER DATED 3-4-20 PERSISTS, AND  
AUTHORIZING REMOTE TELECONFERENCE  
MEETINGS OF THE POLICY BOARD AND ITS  
COMMITTEES OF THE MADERA COUNTY  
TRANSPORTATION COMMISSION FOR THE  
PERIOD OF APRIL 1 THROUGH APRIL 30,  
2022 PURSUANT TO BROWN ACT  
PROVISIONS**

Resolution No.: **21-15**  
**Amendment No. 6**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The foregoing resolution was adopted this 23<sup>rd</sup> day of March 2022 by the following vote:

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

\_\_\_\_\_  
Chairman, Madera County Transportation Commission

\_\_\_\_\_  
Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of March 23, 2022

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

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**SUBJECT:**

2022 State Transportation Improvement Program (STIP) and SR 99 Summit Update

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

At the March 16, 2022 California Transportation Commission (CTC) meeting, the Commissioners **adopted** the 2022 State Transportation Improvement Program (STIP) by Resolution G-22-34. The CTC staff recommendation and 2022 STIP can be viewed here: [2022 STIP and Staff Recommendation](#). Included in the STIP is the Caltrans Interregional Transportation Improvement Program (ITIP). Caltrans recommended the SR 99 Madera South Widening Project (Avenue 7 to Avenue 12) to be included in the ITIP. The ITIP funding request for the project is \$33.5 million. The other programmed funds are Madera County's Mid-Cycle Regional Improvement Program funds - \$832,000, and approximately \$44 million in State Highway Operation and Protection Program (SHOPP) funds.

**Background:** As you are aware, approval for this project to be included in the ITIP, was contingent on Caltrans districts (District 6 and 10) convening a summit in partnership with local and regional agencies and including diverse stakeholders and community-based organizations to establish a vision for the SR 99 corridor that addresses local needs in a manner aligned with state goals as outlined in the Climate Action Plan for Transportation Infrastructure (CAPTI), before the State Transportation Improvement Program (STIP) adoption, by March 15, 2022. In addition, funding for this project is contingent on Caltrans districts, in partnership with regional agencies, completing a comprehensive multimodal corridor plan for SR 99 to implement that vision before the allocation of ITIP funds.

There were two public hearings scheduled to receive comments on the Draft 2022 ITIP. MCTC staff provided a presentation to the CTC Commissioners during the North Hearing held virtually on November 1, 2021. The presentation was organized in partnership with Tulare County Association of Governments (TCAG), and Merced County Association of Governments (MCAG). The South Hearing was held on November 8, 2021, and MCTC, TCAG, and MCAG were available if comments were needed. Comments were due to Caltrans by November 15,

2021. The California Transportation Commission approved the Draft 2022 ITIP at its December meeting in Riverside.

Caltrans District 6 and 10, in collaboration with the San Joaquin Valley Regional Planning Agency Directors Committee, successfully hosted the State Route 99 Summit the afternoon of March 3, 2022, and the morning of March 4, 2022, at the Tulare International Agri-Center.

The purpose of the Summit was to bring partners together and move towards a shared vision for the State Route 99 Corridor through the San Joaquin Valley that both supports the region and aligns with State goals and priorities. The event consisted of robust panel discussion from transportation professionals covering a range of important topics. Topics included safety, multimodal opportunities, goods movement, and air quality.

**Next Steps:** Funding for this project is contingent on Caltrans districts, in partnership with regional agencies, completing a comprehensive multimodal corridor plan for SR 99 to implement that vision before the allocation of ITIP funds.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.





March 8, 2022

The Honorable Lee Ann Eager  
Chair  
California Transportation Commission  
1020 N Street  
Sacramento, CA 95814

**Re: Support for Final 2022 Interregional Transportation Improvement Program; Support for 2022 ITIP Investments into State Route 99**

Dear Chair Eager,

The Madera County Transportation Commission (MCTC), the Merced County Association of Governments (MCAG), and the Tulare County Association of Governments (TCAG) write to express our enthusiastic support for the Final 2022 Interregional Transportation Improvement Program (Final 2022 ITIP) released by the California Department of Transportation (Caltrans) on December 15, 2021. The Final 2022 ITIP proposes to fund cost increases for the current program of projects, to program limited subsequent project phases for currently programmed projects, and to add a few new active transportation, intercity rail, and highway projects and we respectfully request the Commission to adopt the Final 2022 ITIP.

We are grateful for the inclusion of funding for State Route 99 (SR 99) as it serves as a critical north-south corridor for goods movement throughout California, supports the largest agricultural region in the United States, and is a vital corridor for daily life for the 4.4 million residents of the San Joaquin Valley. We recognize the Final 2022 ITIP only has \$178.2 million in new capacity to bring to bear for cost increases, new phases, and new projects to deliver a safe, efficient, and multimodal interregional transportation system. The Final 2022 ITIP includes funding for these key SR 99 projects:

- The **South Madera 6 Lane Widening Project** (Madera County from south of Avenue 7 to north of Avenue 12). This project will eliminate the 5.8 mile, four-lane bottleneck on SR 99 in the southbound and northbound directions, between Fresno and Madera by providing an additional lane in each direction in the median.
- The **Tulare City Widening Project**. This project will eliminate the 5 mile, four-lane bottleneck on SR 99 in the City of Tulare, between Avenue 200 and Prosperity Avenue by providing an additional lane in each direction in the median.
- The **Livingston Widening Southbound Project** (Merced County). This project is 8 miles from south of Hammatt Ave to the Merced/Stanislaus County line. The widening is from 2 to 3 lanes in the median. SR 99 north and south of the project area is an existing six-lane freeway. The Livingston Widening *Northbound* Project is currently under construction.
- The **South Tulare 99 Project** (northwards from Delano). Funded specifically with SR 99 bond funds (expected CTC action January 2022), this innovative project will make permanent 13.5 miles of temporary lanes in southern Tulare.

MCTC, MCAG, and TCAG – and the communities we represent – are steadfast in our commitment to finishing SR 99 to six-lanes throughout. Finishing SR 99 will help reduce significant safety issues along the

highly traveled corridor and create economic vitality through the efficient movement of goods and services. Moreover, these goals can be achieved while reducing greenhouse gas (GHG) emissions as demonstrated by our SB 375 Sustainable Communities Strategy, which the California Air Resources Board has approved.

We also support the state’s overarching goals for California’s transportation system – multimodal, safe, efficient, accessible, equitable, and sustainable. Along with our other San Joaquin Valley regional transportation agency partners, we have and will continue to prioritize investments in rail, intercity rail, transit, and active transportation infrastructure and mobility options. We are also actively supporting the state’s zero-emission vehicle goals, endeavor to support affordable housing development, and strive to stand-up disadvantaged communities and make investments to create opportunities for *all* our residents.

We are pleased to report that we have just wrapped up a focused summit on SR 99 as required by the Final 2022 ITIP and are anxious to assist Caltrans to complete a comprehensive multimodal corridor plan for SR 99. We recognize these are conditions of funding for the South Madera 6 Lane Widening Project and we are fully committed to these important and complementary efforts.

Again, we support the Final 2022 ITIP, including funding for SR 99, and respectfully request the Commission’s adoption at its March 15-16 CTC meeting.

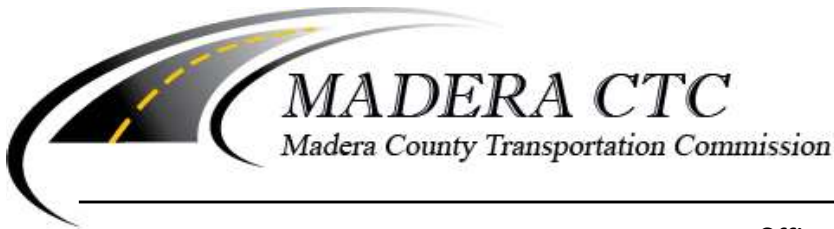
Sincerely,

Stacie Guzman  
Executive Director  
Merced County Association of Governments

Ted Smalley  
Executive Director  
Tulare County Association of Governments

Patricia Taylor  
Executive Director  
Madera County Transportation Commission

- cc: Toks Omishakin, Secretary, California State Transportation Agency
- Mitch Weiss, Executive Director, California Transportation Commission
- Steven Keck, Acting Director, California Department of Transportation
- Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom
- Mark Tollefson, Deputy Cabinet Secretary, Office of Governor Gavin Newsom



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March 8, 2022

Lee Ann Eager, Chair  
California Transportation Commission  
1120 N Street MS-52  
Sacramento, CA 95814

RE: Final 2022 Interregional Transportation Improvement Program

Dear Chair Eager,

The Madera County Transportation Commission Policy Board is grateful for the inclusion of funding for State Route 99 (SR 99), including the South Madera 6 Lane Widening Project (Madera County from south of Avenue 7 to north of Avenue 12) in the 2022 Interregional Transportation Improvement Program (ITIP), and ask for your approval. This project will eliminate the 5.8 mile, four-lane bottleneck on SR 99 in the southbound and northbound directions, between the cities of Fresno and Madera by providing an additional lane in each direction in the median.

Over 25 percent of the nation's produce is grown in the San Joaquin Valley, making SR 99 the backbone of the region's agriculture economy. Identified in the California Freight Plan, this project will strengthen a high volume, major goods movement section of SR 99 between the Cities of Madera and Fresno and reduce travel time for perishable commodities to go from farm to market throughout the United States and around the world. Renewed investment in this critical route will improve goods movement and passenger travel along SR 99. The project will include the installation of new zero-emission vehicle infrastructure to help Madera meet shared local and state goals of accommodating a growing zero-emissions fleet. It will also upgrade drainage, and construct drainage basins and a median barrier. Furthermore, funding this project will stimulate job creation in an area faced with consistent high unemployment.

The Madera SR 99 South project is vital to Madera County residents and the region. This important infrastructure project has been selected by the community to be part of the region's Sustainable Communities Strategy and is part of a long-range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

We are pleased to report that we have just wrapped up the SR 99 Summit (March 3 and 4), as required by the Final 2022 ITIP and are committed to assist Caltrans to complete a comprehensive multimodal corridor plan for the SR 99.

For these reasons, we respectfully request that the Commission adopt the Final 2022 ITIP.

Sincerely,



Tom Wheeler  
Chair  
Madera County Transportation Commission

cc: Members of the California Transportation Commission  
Mitchell Weiss, Executive Director, California Transportation Commission  
Toks Omishakin, Secretary, California State Transportation Agency  
Steven Keck, Acting Director, Department of Transportation  
Diana Gomez, Director, Caltrans District 6  
Michael Navarro, Deputy District Director, Caltrans District 6  
The Honorable Frank Bigelow, Assembly Member, 5<sup>th</sup> District  
The Honorable Anna Caballero, Senator, 12<sup>th</sup> District



## News Release

FOR IMMEDIATE RELEASE

March 16, 2022

Contact: Patricia Taylor, Executive Director  
Madera County Transportation Commission  
(559) 675-0721 [www.maderactc.org](http://www.maderactc.org)

### **California Transportation Commission Approves Construction Funds for Madera South SR 99 Widening Project**

**FOR IMMEDIATE RELEASE (Madera, CA)** –At its Wednesday, March 16, 2022 meeting, the California Transportation Commission (CTC) adopted the State Transportation Improvement Program, which included \$33.5 million construction funding for the Madera South SR 99 (Avenue 7-12) Widening Project.

The project is on State Route 99 (SR 99) in Madera County from south of Avenue 7 to north of Avenue 12. Enhancement of this section of SR 99, which travels through southern Madera County, is needed to improve truck freight mobility and travel time reliability, preserve acceptable facility operation, improve safety, and reduce congestion.

As a regionally significant component of the national goods movement network, the widening of this section of SR 99 will provide the following benefits:

- Improve safety
- Reduce congestion
- Improve the flow of goods and services for the region and the State and provide the catalyst for regional and local generation of jobs
- Improve greenhouse gas emissions

Six years ago, the Madera County region was hit hard by a funding shortfall from the 2016 State Transportation Improvement Program. The gas tax revenue established by SB 1 allowed the CTC to restore many projects that were cut, including the SR 99 mobility projects in Madera County. According to Madera County Supervisor Robert Poythress, a long-time supporter of securing funding for this project, “The citizens of Madera and the greater San Joaquin Valley region are thrilled by the approval of the widening project on SR 99 in Madera County. This funding commitment is one more step toward completing SR 99 widening in Madera, Tulare, and Merced Counties”.

A link to the CTC Staff Report is available on the Commission’s website, here (Tab 24): [CTC Staff Recommendation](#)

The Madera County Transportation Commission (MCTC) is comprised of the cities of Chowchilla, Madera, and Madera County. MCTC is the Metropolitan Planning Organization, the Regional Transportation Planning Agency, and the Transportation Authority for the Madera Region. MCTC addresses regional transportation issues.

###



**STAFF REPORT**  
Board Meeting of March 23, 2022

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

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**SUBJECT:**

AB 285 Report – California Transportation Assessment

**Enclosure:** Yes

**Action:** Direct staff to prepare a comment letter addressed to the California Strategic Growth Council on the California Transportation Assessment (AB 285 Report) and encourage the local jurisdictions to submit a comment letter

**SUMMARY:**

The California Strategic Growth Council (SGC) has published the California Transportation Assessment (AB 285 Report) assessing how transportation planning and funding in California support long-term common goals, including building and maintaining a transportation system that advances the state's climate goals and meets the transportation needs of all Californians. The AB 285 report, written by academic researchers from the University of California Institute of Transportation Studies, analyzes state and regional transportation plans and institutions, funding allocations to various state, regional, and local transportation programs and funding sources, and the legal frameworks that govern how transportation funds are spent in California. In addition, the report identifies initial actions all levels of government and legislators can take to improve quality, sustainability, and equity of transportation in California. The report is available on the [SGC website](#).

Beginning in March 2022, the SGC will conduct stakeholder engagement to share findings and further develop policy recommendations and implementation actions. All stakeholder feedback and recommendations received through the engagement process will be submitted to the Legislature as a final summary.

**Ways to Get Involved:**

- **Public Webinar:** Join the California Strategic Growth Council on Wednesday, April 20th at 5:30 pm for a public workshop on the California Transportation Assessment findings and policy recommendations. [Register in advance](#).
- **Provide Feedback:** Members of the public are invited to submit their feedback by emailing [transportation@sgc.ca.gov](mailto:transportation@sgc.ca.gov).

- **Submit Questions via Email:** Those with questions or feedback regarding the California Transportation Assessment may also contact Egon Terplan, Senior Advisor for Economic Development and Transportation at [Egon.Terplan@sgc.ca.gov](mailto:Egon.Terplan@sgc.ca.gov).

Included in the package are the following documents:

1. California Transportation Assessment Report, pursuant to AB 285, February 18, 2022
2. Strategic Growth Council Staff Report on California Transportation Assessment (AB 285) Staff Report
3. Strategic Growth Council Presentation, pursuant to AB 285
4. State/MPO Working Group, February 18, 2022, Meeting Minutes

### **Staff Analysis and Concerns:**

#### Background:

In 2019, the California Legislature passed AB 285. AB 285 required the Strategic Growth Council (SGC) to submit a report to the legislature that focused on the California Transportation Plan (CTP 2050) as it relates to regional transportation plans (RTPs) and key state funding programs. Keep in mind, the CTP and the RTP/SCS are two very different plans. The CTP is visionary (not financially constrained), and the RTP/SCS is fiscally constrained (focused). Therefore, you are not comparing apples to apples.

At the end of February 2022, the SGC delivered the final AB 285 Report to the legislature (due date was January 31<sup>st</sup>). The report included findings and recommendations from both the SGC and their contracted UC research team, the University of California Institute of Transportation Studies. SGC is now beginning stakeholder engagement on the report findings and issue areas (as noted above). Although there is no official comment period or process schedule, SGC is accepting comments on the report and hopes to complete stakeholder engagement over the next couple of months (publishing the engagement summary in May). However, this report is already influencing conversation within the legislature (AB 2438 and AB 2237).

You can access the various reports here: [UC AB 285 Report and White Papers](#). Unfortunately, the reports include some inaccuracies. SGC is taking this information and focusing on the need to change outcomes in transportation. Here are a few concerning areas of focus:

1. Align existing funding programs with State goals: the report notes there is a gap between the vision for a more climate friendly and equitable transportation system and actions and infrastructure spending decisions. Their analysis concludes that funding still supports capacity highway projects and others that increase vehicle travel. *They propose that ALL transportation funding should align with state goals (CAPTI).*
2. Updating and better aligning among existing State and regional plans. CTP is not constrained and RTPs are constrained. CTPs address climate and RTPs can do a better job. *MPOs are not doing enough. Carrot and the stick.*

3. Re-evaluating project and program funding and reviewing the current transportation project pipeline. The report recommends re-evaluating projects that have been in the pipeline for some time and since times have changed, those projects should be redirected. *Therefore, they recommend shifting projects already in the pipeline to better align with current state priorities.*
4. Assessing the roles of State transportation institutions. Too many agencies...too complex---*recommending taking a closer look at the decision-making process and the institutions involved.*
5. Assessing MPO and local government roles and responsibilities. The report mentions that MPOs that have been given key responsibilities for meeting climate and equity goals do not necessarily have the appropriate levers to fulfill those responsibilities. *The report states that MPOs do not have land use authority...how should that be addressed?*

The above are 5 focus areas. There are many more that will be released with an additional report (not sure when). There will be a public workshop on AB 285 on Wednesday, April 20<sup>th</sup> from 5:30 pm-7:30 pm.

**Link to April 20<sup>th</sup> Workshop and Additional Information:** [SGC AB 285 Workshop Link](#)

**Press Release on AB 285 Report:** [SGC AB 285 Report Press Release Link](#)

**Article:** This article is a bit concerning because it provides links at the beginning of the article to the various SB 1 programs that are administered by CTC. CTC is currently updating its guidelines on the various grant programs, mainly to align with CAPTI.

[NRDC Article Link](#)

**Here is another Article:** [Streetsblog Article Link](#)

The two Assemblymember Laura Friedman bills are [AB 2438](#) and [AB 2237](#).

**AB 2237 (Friedman):** This is the same bill that was introduced last year – AB 1147. Language in this bill addresses AB 285 Report (including requiring a fiscal analysis) but would also require local agencies to report to MPOs about how the SCS was implemented in each community.

**AB 2438 (Friedman):** This bill was developed from the AB 285 Report. The bill states, “**ALL** transportation projects funded at the local or state level shall align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure (CAPTI) by the Transportation Agency”.

MCTC staff will continue to monitor and report back any important information.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.







CALIFORNIA STRATEGIC  
GROWTH COUNCIL

# California Transportation Assessment Report

Pursuant to AB 285

(Friedman, Chapter 605, Statutes of 2019)

*Strategic Growth Council Foreword  
February 18, 2022*

Dear Members of the Legislature,

The California Strategic Growth Council (SGC) is pleased to submit this summary report, “The California Transportation Assessment,” to the State Legislature pursuant to Assembly Bill 285 (Friedman, Chapter 605, Statutes of 2019).

Prepared by the University of California Institute of Transportation Studies (UC ITS), the report offers an assessment of how transportation planning and funding in California supports long-term common goals, including building and maintaining a transportation system that advances State climate goals and meets the transportation needs of all Californians. In preparing this report, the UC ITS analyzed state and regional transportation plans and institutions, funding allocations to various state, regional, and local transportation programs and funding sources, and the legal frameworks that govern how transportation funds are spent in California.

Across California, transportation is one of the largest and most significant public investments. Over \$30 billion is spent annually across California maintaining and expanding transportation. This “transportation system” is the result of plans and projects funded and implemented across federal, state, regional and local agencies. About half of the expenditures take place at the local level (i.e., local governments, transportation agencies, and transit systems). Importantly, local sales taxes account for over \$6.6 billion annually, more than any other single state or federal transportation program. Yet, decisions on how to spend billions across federal, state, and local funds is critical to improving Californians’ access to social and economic opportunity as well as to meeting climate commitments.

The transportation sector is the single largest contributor to California’s greenhouse gas (GHG) emissions, accounting for over half of total emissions. Achieving climate commitments requires both reductions in GHG emissions through cleaner fuels and vehicles as well as reductions in driving, which is measured in per capita vehicle miles traveled (VMT).

As identified in the California Air Resource Board’s (CARB) 2020 Mobile Source Strategy, even under the most aggressive scenarios for zero-emission vehicle (ZEV) adoption and a rapid transition to cleaner fuels, California simply cannot meet its climate commitments by relying solely on a shift in transportation technologies to cleaner modes such as zero emissions vehicles (ZEVs).

Additionally, the historic emphasis on prioritizing driving over other modes has created decentralized growth patterns that not only requires more driving to meet daily needs (which negatively impacts affordability), but also lead to more development on natural and working landscapes (which reduces their carbon sequestration benefit).

Moreover, overall growth in driving and vehicle miles traveled will continue to increase maintenance costs for the road network and state highway system. This is in addition to the induced vehicle travel and additional GHGs that would result from these projects. Maintaining a true commitment to the “fix it first” approach established in Senate Bill 1 (Beall, 2017) and maintaining the existing system before expanding it has never been more important given the challenges faced.

As a result, it will be critical to provide additional sustainable transportation options to reduce dependency on driving. This Administration is taking key actions to achieve these outcomes through a proposed \$9.1 billion investment in the Governor’s California Blueprint to expand mobility options for Californians and create a safer, faster and greener transportation system, including \$4.2 billion to complete electrified high-speed rail construction in the Central Valley and \$4.9 billion for transit and rail projects, climate adaptation, bicycle and pedestrian safety, and active transportation.

We recognize that there are different transportation needs across California’s diverse communities and regions. And while one size cannot fit all places equally, we have core values as a State that can and should guide our transportation investments across all of California. We can provide communities with sustainable options to get around and reduce our dependence on driving as we also work to advance all the priorities and goals outlined in the California Transportation Plan 2050: safety, climate, equity, accessibility, quality of life and public health, environment, economy, and infrastructure.

In its review of the State transportation system, the UC ITS researchers identified significant progress in many areas. The Administration and Legislature have demonstrated their commitment to innovative programs that help communities meet multiple goals simultaneously by funding augmentations for the Transformative Climate Communities Program (TCC), the Active Transportation Program (ATP), and the Regional Early Action Planning Grants Program (REAP), as well as additional support for Greenhouse Gas Reduction Fund programs such as the Affordable Housing and Sustainable Communities Program (AHSC), the Transit and Intercity Rail Capital Program (TIRCP), and the Low Carbon Transit Operations Program (LCTOP). The ongoing investment in High-Speed Rail

is laying the groundwork for a sustainable and equitable carbon-neutral future by not only building a State backbone of fully electrified clean rail, but also bringing economic investment to the core of communities that have for too long experienced disinvestment.

Our partners at the regional and local level are also thinking big by proposing investments and major upgrades to regional transit and rail systems, as well as taking on a larger role in land use and housing, exploring road pricing, and increasing investments in active transportation. There is a growing vision across California of the need to shift the transportation system towards more sustainable modes – from internal combustion engines to zero emission vehicles; from single-occupant to shared; from truck to rail in the freight system; and from driving long distances between destinations to shifting land uses so that more daily needs are located within existing communities and neighborhoods, or even a short walk from home.

And while there is great progress in some areas, too many of investments fail to move towards—and often still move away from—this vision. Roadway designs still prioritize mobility for cars over other modes and make it unsafe to walk and bike, especially in areas with insufficient pedestrian and bicycle infrastructure. Highway widening projects across the state continue to get built even though adding auto travel lanes has rarely succeeded in reducing congestion, leads to induced vehicle miles travelled over the long term, and in some cases worsens congestion.

While there are additional funds for transit, buses still get stuck in traffic as they compete with private vehicles for priority space on streets. There are improvements to the user experience for transit riders such as more seamless payment systems and integrated fares through the California Integrated Travel Project (Cal-ITP), but barriers remain to getting all operators on board with these new systems and riders too often get stuck when different bus or rail systems are not well coordinated at transit stations. All of this makes travel times on transit uncompetitive with driving.

We can and must do better.

The report submitted herein is a summary of five papers produced by some of the State's leading transportation researchers. Those papers outline the history of the current transportation system in California, analyze key aspects of transportation planning and funding in California today, and identify areas for improved alignment with long-term common goals.



This report also builds on and supports the policy direction in numerous current state reports and processes, including:

- The California State Transportation Agency's (CalSTA) Climate Action Plan for Transportation Investment (CAPTI),
- California Air Resource Board's Scoping Plan and SB 150 report,
- High Speed Rail Authority's (HSRA) Business Plan and Sustainability Report
- California Department of Transportation's (Caltrans) California Transportation Plan 2050 (CTP 2050).

In our view, there are several key messages policymakers and other readers should take away from this report:

- First, there is a **gap between the vision for a more climate friendly and equitable transportation system and actions and infrastructure spending decisions**. The climate and equity-focused programs listed for analysis in AB 285 represent only about two percent of overall transportation spending. At the same time, a significant share of funds at the state, regional, and local levels continue to be spent on adding highway lanes and other projects that increase vehicle travel. This funding not only adds to the maintenance burden of an aging highway system but also means less available funding for other investments that might move more people (such as running more buses or prioritizing their movement) without expanding roadways or inducing additional vehicle travel and provide Californians with more options to meet daily travel needs. Additionally, in most situations, particularly in urban areas, adding highway lanes will not achieve the goals they were intended to solve (such as reducing congestion) as new highway capacity often induces additional vehicle travel due to latent demand that then undermines any congestion relief benefit over time. Critically, these projects also add burdens to already impacted communities along freeway corridors with additional traffic and harmful emissions, and by further dividing and often displacing homes and families in neighborhoods that were segmented by freeways decades prior.
- Second, **projects in the pipeline are rarely reevaluated to assess their alignment with current state priorities**. Transportation projects can take decades to move from conception to construction. Over that time frame, State priorities and solutions adjust, such as the shift from congestion relief through road widening to better managing the



system through pricing and providing more multimodal options. As a result, many transportation projects in the funding pipeline at the State, regional, and local level are no longer the best candidates to advance State climate or equity objectives. But without reevaluating both these prior commitments as well as longstanding funding programs, transportation agencies will continue to fund projects for decades to come that undermine some of the state's current goals and commitments. Further, in order to see different outcomes from the transportation system there is a need for a broader set of integrated and multi-modal policy goals to both existing and new funding programs.

- Third, the **institutional structure for transportation is complicated** and decision-making levers can be disparate or hard to pinpoint. The State has numerous transportation plans, many of which do not align with each other. There are numerous institutions at State, regional, and local levels and each have a role to play in setting the vision for transportation and delivering transportation projects. The fragmentation of actors and decision-makers makes it difficult for the public, and especially for underserved communities, to fully engage with transportation decisions or to hold specific institutions accountable for their actions. It also makes it hard for public agencies to hold themselves accountable as the required plans do not shape spending while authorities and responsibilities for tracking outcomes are divided across many geographies and levels of government.
- Fourth, **institutions (such as Metropolitan Planning Organizations, among others) that have been given key responsibilities for meeting climate and equity goals do not necessarily have the appropriate levers to fulfill those responsibilities.** For example, California has delegated more planning responsibilities to its regional partners at Metropolitan Planning Organizations (MPOs) than other states. Yet California's MPOs' authorities are not always consistent with the goals set for them. This is in part because MPOs must work within parameters set by local partners (i.e., local government land-use decisions) and inputs they must include in their plans (i.e., local county transportation sales tax measures and existing land use patterns). The MPO has little control and no effective oversight over whether those local funds or land use actions help accomplish regional and State goals. Further, today's adopted regional plans include more funding for roads and overall automobility relative to transit and active transportation, even



as the State requires regions to develop plans that reduce GHG emissions, primarily from reductions in VMT.

- Lastly, **work has already begun to align transportation funding with state climate and equity goals**, namely the CalSTA-produced Climate Action Plan for Transportation Infrastructure (CAPTI) and some of the regional plans, including the Metropolitan Transportation Commission's (MTC) Plan Bay Area 2050 and the San Diego Association of Governments' (SANDAG) San Diego Forward. Further, the additional infrastructure funds from the federal government and state investments provides a once-in-a-generation opportunity to reimagine the transportation system in a way that meets the needs of Californians while prioritizing benefits to the most underserved communities.

The above findings are derived from the UC ITS assessment of the transportation landscape in California. The UC ITS team also identifies promising avenues and recommendations to respond to these findings.

In particular, we wanted to highlight a few areas where we especially see opportunities to partner with the Legislature and other stakeholders to further develop actionable solutions around the following topic areas:

1. **Aligning existing funding programs with State goals.** This could involve reviewing and prioritizing various state goals within transportation funding program guidelines or statute. For example, the statute that governs State Highway Operation and Protection Program (SHOPP) and State Transportation Improvement Program (STIP) funding has its goals based on rehabilitation and maintenance, safety, operations, and expansion, but no reference to climate or equity. This revisiting of goals could also involve ensuring that additional funds or future funds (including federal infrastructure funds) are spent in ways that align with priority goals.
2. **Updating and better aligning among existing state and regional plans.** This could include strengthening or modifying the California Transportation Plan (including adding a fiscal constraint analysis) and finding opportunities to further align the CTP with other state modal plans and the Regional Transportation Plans (RTPs)/Sustainable Community Strategies (SCSs).
3. **Reevaluating project and program funding and reviewing the current transportation project pipeline.** This should involve revisiting projects





currently in the planning and development pipeline to ensure they align with the State's goals, will deliver long-term benefits for Californians, and reduce harms to burdened communities. This could also involve exploring opportunities to augment overall transportation spending, reevaluating expenditures within current programs, reimagining planned projects, and/or increasing funding for specific programs that meet multiple goals.

4. **Assessing the roles of State transportation institutions.** This would involve exploring the roles and responsibilities for planning and delivering transportation projects across CalSTA, Caltrans, and the California Transportation Commission (CTC), as well as reviewing and clarifying the roles of related agencies (e.g., CARB and SGC) to ensure alignment of decisions with State goals and increase transparency and clarity of responsibilities to the public. This could include making recommendations for changes and clarifications to the institutional roles.
5. **Assessing MPO and local government roles and responsibilities.** This could involve a review of the specific authorities and institutional structure of MPOs to ensure they have appropriate tools to effectively accomplish what is expected of them, such as giving MPOs a greater role in reviewing local land use and transportation actions.

Looking ahead into 2022, the Strategic Growth Council is committed to working with a range of stakeholders to further flesh out and develop implementation actions around these topics that respond to findings in the UC ITS report.

In approaching the report, it is important to clarify that though commissioned and reviewed carefully by SGC, this report is ultimately the work product of the UC Institute of Transportation Studies. The analysis and recommendations included in the attached report are not the official stance of the Strategic Growth Council nor the Administration. It is also a point-in-time document that was undertaken primarily in 2021 based on the available literature, interviews, and other materials when it was written.

SGC would like to thank the State Legislature for this opportunity to conduct a deep dive into the complexities and opportunities in the state transportation system. We would also like to thank the UC ITS authors for their expertise and analysis, as well as our colleagues— most notably staff at CalSTA, Caltrans, CTC, HSRA, CARB, and Office of Planning and Research -- for their expertise and guidance throughout this process. In addition, we want to thank our partners



across the 18 Metropolitan Planning Organizations and the many individuals and organizations who contributed expertise, input, and perspectives throughout this process, including during interviews with the UC ITS team.

We look forward to continuing to leverage everyone's collective expertise to work towards our goal of a more sustainable and equitable transportation system for all Californians.

Regards,



Lynn von Koch-Liebert  
Executive Director,  
California Strategic Growth Council



# Evaluation of California State and Regional Transportation Plans and Their Prospects for Attaining State Goals

## SUMMARY AND SYNTHESIS

Elizabeth Deakin, Chun Ho Chow, Daisy Son – UC Berkeley

Susan Handy, Elisa Barbour, Amy Lee, Emil Rodriguez – UC Davis

John Gahbauer, Talia Coutin, Juan Matute,  
Alejandra Rios Gutierrez, Nataly Rios Gutierrez – UCLA

Katie Segal, Ethan Elkind, Ted Lamm – Berkeley Law

December 2021



## Evaluation of California State and Regional Transportation Plans and Their Prospects for Attaining State Goals

This research was conducted with funding, in part, from the State of California Strategic Growth Council. The opinions expressed herein are those of the authors and not necessarily those of the Strategic Growth Council.

### WHITE PAPERS IN THE SERIES INCLUDE:

A Brief History of Transportation Policies and Institutions

Statewide Transportation Plans for California

MPO Planning and Implementation of State Policy Goals

Examination of Key Transportation Funding Programs in California and Their Context

Flexibility in California Transportation Funding Programs and Implications for More Climate-Aligned Spending

# 1. Purpose of This Report

Assembly Bill (AB) 285 (Friedman, 2019) requires the California Strategic Growth Council (SGC) to submit a report to the Legislature by January 31, 2022, that includes the following:

- An overview of the California Transportation Plan (CTP).
- An overview of all regional Sustainable Communities Strategies (SCS) and any alternative planning strategies, as needed.
- An assessment of how the implementation of the CTP and regional plans “will influence the configuration of the statewide integrated multimodal transportation system.”
- A “review of the potential impacts and opportunities for coordination” of key state funding programs,” to be conducted in consultation with the administering agencies.
- Recommendations for the improvement of these programs or other relevant transportation funding programs to better align the programs to meet long-term common goals, including the goals outlined in the CTP.

In spring 2021, the SGC contracted with the University of California (UC) to provide materials supporting its report to the Legislature. Researchers at the UC Berkeley Institute of Transportation Studies (ITS), UC Davis ITS, UCLA ITS, and Berkeley Law joined forces to prepare a series of papers to provide the evidentiary basis for the project. The UC Berkeley principal investigator coordinated the work and prepared this final summary report.

The report is based on findings from the professional and academic literature, a detailed analysis of the identified plans and programs of concern, meetings with staff of the agencies whose plans are being reviewed, feedback from briefings and presentations on draft findings, and nearly 100 hours of individual interviews with stakeholders across California.

## 2. Background

California has adopted ambitious goals for its transportation systems. The state has pledged to reduce greenhouse gas (GHG) emissions by 40 percent compared to 1990 levels, and by 80 percent by 2050, and also has committed to achieve carbon neutrality by 2045. With transportation California’s biggest emitter of GHGs, substantial changes in transportation vehicles, fuels, operations, and user choices must be achieved to meet the state’s emission reduction targets.

Climate change targets are urgent because without major action over the next three decades, global temperatures are projected to rise by 2.5 °C to 4.5 °C (4.5 °F to 8 °F) by 2100. Such temperature increases would have catastrophic effects on global health and safety and on the economy. Severe storms, floods, drought, and wildfires would become more frequent, and oceans would rise, threatening coastal cities. Because GHGs build up in the atmosphere and persist for long periods of time, some climate change is inevitable, absent a major technological breakthrough in carbon capture technologies. For these reasons, aggressive action using available emission reduction techniques is considered the best way forward.

Although climate change is a global issue, state governments have the power to alter GHG emission patterns significantly using their legal, regulatory, and planning authorities. By offering leadership, California can show the way for other states and countries to lower emissions and, in many cases, establish partnerships with others. In addition, many measures that reduce GHG emissions have important co-benefits. For example, cleaner vehicles and fuels reduce exposures to dangerous pollutants, and transportation alternatives offer healthy travel choices.

As pressing as climate change goals must be, other goals remain important. California has pledged to maintain its transportation infrastructure in a state of good repair, provide for safe operations, support economic development, meet state and national ambient air quality standards, protect the state's natural environment, and coordinate urban transportation with housing policies, and do so in a way that is equitable for all and improves quality of life. This ambitious set of goals places considerable responsibility on transportation planners and decision-makers.

A series of state initiatives has moved the state toward zero-emission vehicles (ZEV), cleaner fuels, and transportation and land use measures that reduce vehicle miles traveled (VMT). Nevertheless, a 2018 assessment by the California Air Resources Board (CARB) found that the State of California is at risk of missing its 2030 GHG emissions reduction target for transportation-related emissions, in part due to increases in VMT. Since then, CARB has taken steps to tighten its requirements, the California Department of Transportation (Caltrans) has updated its plans and planning guidance, and metropolitan planning agencies (MPO) and their partners (transit agencies, county transportation commissions, cities) have updated their plans and programs, which include both transportation and land use elements. However, concerns remain that unless the planned actions are expeditiously implemented and effective, emission reduction targets will still be missed.

California's transportation plans for the most part have been developed in a context of anticipated growth in population and the economy. In a business-as-usual context, such growth is associated with increases in travel. Nationwide, for example, the Federal Highway Administration (FHWA) has projected that VMT will continue to increase as the result of population increases, rising disposable income, increased GDP, growth in the goods component of GDP, and relatively steady fuel prices. For California to buck these trends would require a large-scale, concerted effort.

The COVID-19 pandemic has added considerable uncertainty to transportation planning. It disrupted daily life and led to massive reductions in travel, with shared ride modes hit especially hard, and a significant portion of the population out of work or working from home. California's population actually dropped slightly, due in part to COVID deaths, and the number of jobs declined. As recovery from the pandemic occurs in fits and starts, whether and to what extent pandemic-induced changes will persist remains in question. Population growth appears to have resumed, and job recovery has been strong. Major issues include whether telecommuting and e-commerce will remain popular and whether avoidance of shared modes will continue. Recent nationwide data from the federal government indicates that trip making has already returned to pre-pandemic levels, and VMT for both passengers and freight are almost back to previous highs. Transit use is recovering much more slowly.

While uncertainties about past assumptions create concerns about plans for the future, new possibilities for positive change are also on the horizon. Climate-friendly transportation options, from high-speed rail to hydrogen-powered buses and freight vehicles to bike sharing, are being added to the transportation mix. Transportation vehicles and fuels that promise greatly improved energy and emissions performance are being developed—vehicle electrification and automation are examples. Operations strategies that reduce congestion without requiring road widening are becoming available. How fast these technologies will be widely available and used is unclear, but their potential needs to be considered in plans that aim to steer actions for the next 20, 30, or even 50 years. How these factors are dealt with in plans can make a difference in the implementation policies chosen and in how well the plans comport with actual experiences in the future.

The UC team has evaluated California’s state and metropolitan transportation plans, financing for transportation, and legal framework in this broad and uncertain context, also taking into consideration the legacies of successive transportation technologies and the institutions that shaped and were shaped by them.

### 3. Research Methods

The UC team carried out its work based on 1) a review and analysis of previous research on the topic, including government reports and assessment documents as well as scholarly literature; 2) discussions with SGC staff and the staff of state agencies involved in transportation planning and related activities in California; 3) interviews with nearly 100 key informants; and 4) feedback on presentations of the work and review of drafts, on which nearly 300 comments were received. A series of white papers was prepared to address the topics called for in AB 285.

## 4. Organization of This Summary and Synthesis Report

Section 5 of this report summarizes the key findings of each white paper, which address the following questions:

- How is transportation shaped by the technology it uses and the institutions developed to deliver transportation services? What are the issues when policies and priorities change?
- How do the California transportation plan and other key statewide transportation plans shape the state’s transportation systems? How does new technology figure in the plans? What do stakeholders think about the plans?
- How do MPO plans and their Sustainable Communities Strategies shape transportation in California? How are plans translated into projects?
- How does California’s approach to transportation finance affect goal attainment?
- What are the legal issues in pursuing new priorities in transportation?

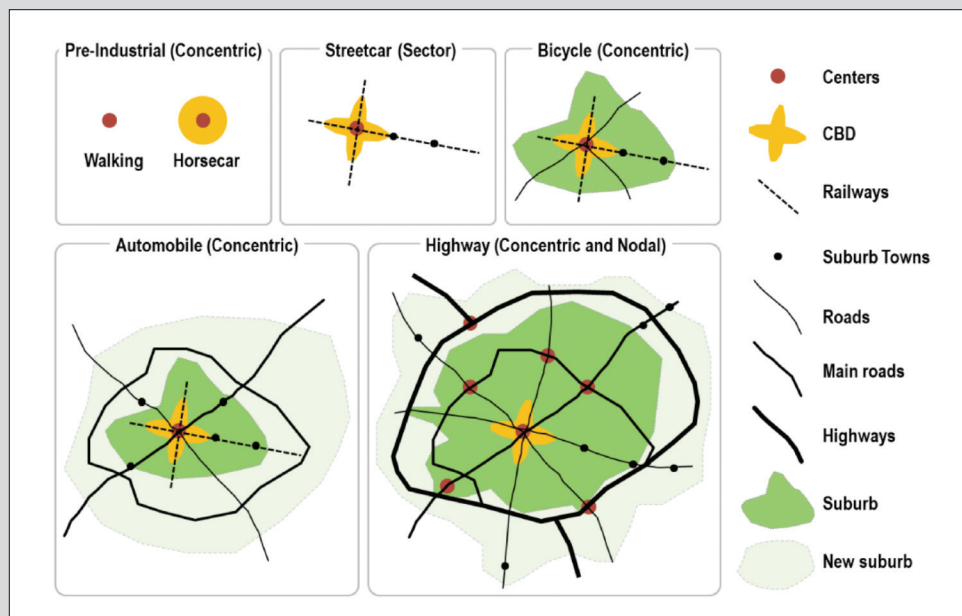
Section 6 presents the UC authors’ recommendations for changes to policy and practice that could improve overall system performance and achievement of state goals for climate, equity, environment, safety, infrastructure, and the economy.

## 5. Summaries of the White Papers

These are the key findings of each white paper.

### WP 1: A Brief History of Transportation Policies and Institutions

This paper presents a brief history of transportation policies and the institutions that shape them in the United States, with special attention to the California case. The white paper also discusses the issues associated with changing organizational culture to better respond to the problems of the times.



**Figure 1. Evolution of urban form with respect to mobility and land use**

Source: Jean-Paul Rodrigue, 2013

Transportation systems reflect the economic, political, technological, and cultural conditions of their time, as well as the specific context in which they operate. California's transportation systems have largely mirrored those of the rest of the United States, but California also has led the way on several issues, including combatting climate change.

Over the years, the expectations for transportation providers have expanded, from an early focus on designing and building infrastructure to provide for mobility, access, and economic growth, to a broader set of responsibilities that emphasize managing multimodal transportation facilities in a way that maintains and promotes a healthy environment, a vibrant economy, and social equity.

Economic development and the provision of fast, safe, and efficient transportation were the main policies driving transportation planning and investment in the United States from the earliest years of colonial settlement until quite recently. Building the system was the highest priority. As transportation networks became widely available, attention



began to shift to operations and maintenance and to reducing the adverse impacts of transportation facilities and services. Today, while efficient project delivery remains important, new social and environmental goals have gained prominence.

The organizations and planning processes devised to deliver and manage transportation systems reflect the problems, opportunities, and cultural beliefs of the time of their creation. When the mission to build was dominant, the country's engineering skills were tapped, and military organization and management models shaped the public and private organizations that built highways and railroads. Over time, additional institutions were established to handle problems in management. Regulatory agencies were formed to prevent private operator price gouging and other unfair practices. Commissions were established to oversee bureaucracies and infuse a business-like culture of cost management and efficiency into public transport projects. Metropolitan planning organizations were established to give urban areas greater say over the projects being built within their borders, and in nearly three-quarters of the states, ballot-box measures were introduced to allow the people to have a direct say in prioritizing investments. Highway departments became transportation departments when federal government grants began to flow for transit and intercity modes and political leaders clamored for a balanced transportation system. And lately, partnerships among transportation, housing, and environmental officials have been established to better coordinate development efforts and improve their performance.

While transportation institutions grew more complex, with more organizations involved and more responsibilities to be carried out, in many instances transportation organizations were slow to fully respond to changes in technology, policy, and community values, or even openly resistant, clinging to preferences for building projects over managing systems and treating social equity and environmental mandates as constraints or secondary issues rather than as cause for redirection. In such instances, merely changing assignments of responsibility is unlikely to be sufficient. Rather, an explicit change strategy aimed not only at operational practices but also at the organization's social and human resource elements is needed.

Today, the road systems first envisioned nearly a century ago are largely built out, and attention has increasingly turned to providing more choices to travelers, including those who cannot drive a car, and in improving equity and the environment so that all can experience a high quality of life while maintaining and expanding prosperity and continuing to improve health and safety. With a mature and extensive network of highways in place, greater attention is being given to maintenance and rehabilitation and to managing and operating highways using new technologies and methods, including telecommunications, sensors, information technologies, automation, and control systems. Technological advances are already offering new services that blur the distinctions between public and private, transit and auto. Other transport modes are still developing, including micromobility options, on-demand services, driverless vehicles, and smart highways.

<b>California Lane Miles by Roadway Class</b>	
Interstate	14,925
Arterials and collectors	153,503
Local streets and roads	235,927
Total	404,355

Source: Highway Performance Monitoring System as reported in CTP 2050, p. 43

The changes in context present both challenges and opportunities. The COVID-19 pandemic has disrupted traditional ways of going to work, shopping, and socializing for many and added to the uncertainties about the future. Disruptions in air travel, sharp losses of transit riders, a five-fold increase in telecommuting, and a substantial increase in e-commerce have occurred, and while there has been some recovery, it is unsteady and uneven. It remains to be seen whether and to what extent the changes that the pandemic imposed will be lasting.

The recognition of global warming as a crisis with deadlines has been slow in coming, but is now a top priority for California. Likewise, past practices that have disproportionately harmed people of color and left out low-income individuals and households have finally been acknowledged. Acceptance of the need for policy change is leading to new efforts to remediate problems and deliver equitable programs and services. Transportation agencies continue to have important roles as designers and builders, but today attention also must be given to social and environmental considerations as well as transportation planning, management, and operations issues. Organizational change is needed to support this broader set of goals.

Over the past several decades, California has created a complex institutional structure for dealing with this broad set of goals and objectives. The state DOT, Caltrans, is responsible for the state highway system, prepares a state transportation plan and modal plans, and programs interregional projects (the projects that will be developed and funded), but notes that it fills the gaps between the regional plans and does not mandate policy changes or specific actions at the regional level. Caltrans reports to a cabinet-level transportation agency (CalSTA), but also responds to the state Transportation Commission, which develops fund estimates and guidelines and approves the state and regional programs. California MPOs have been given greater authority than in most states over the projects selected for programming for their regions, but they are expected to incorporate County Transportation Authority programs over which the MPOs have little say. The MPOs have been assigned responsibility for implementing Sustainable Communities Strategies—transportation and land use strategies designed to meet ambitious GHG reduction goals—but not the authority to require cities and counties to implement them. Some MPOs have been using funds over which they have discretion to incentivize local action, but such funds are limited. With this large and complicated organizational structure and its decentralized responsibilities, it can be very difficult for anyone to steer investments in a different direction. Because of the multiple signals that transportation agencies receive, it can be even more difficult to change transportation agencies' culture—their views of what needs to be done.

It now appears that transportation is on the cusp of another technological revolution. For California, this is coming shortly after the state increased its funding for transportation and just as the federal government has also stepped up its transportation funding. The disruptions being created by technological change and the pandemic, coupled with new planning imperatives established in legislation and executive orders, open up opportunities to rethink institutional arrangements, assignments of responsibility, staffing, funding, and planning processes for transportation. Used strategically, the new funding can create opportunities for creative change.

## WP 2: Statewide Transportation Plans for California

This paper, in three parts, reviews the most recently adopted California Transportation Plan (CTP 2050) and other key transportation plans adopted by state agencies (Part 1). The paper also discusses the special attention given to new technologies in the CTP (Part 2) and presents the findings from over 80 interviews with stakeholders across California who were asked to weigh in on the strengths and weaknesses of the state's transportation plans and planning practices (Part 3). The state plans' prospects for delivering an integrated transportation system that meets state goals are assessed, and ways to strengthen the plans and their efficacy are outlined.

The analysis of the key state transportation plans was framed by definitions of integrated multimodalism as put forth in the scholarly literature and presents our own assessment of the plans' strengths and weaknesses.

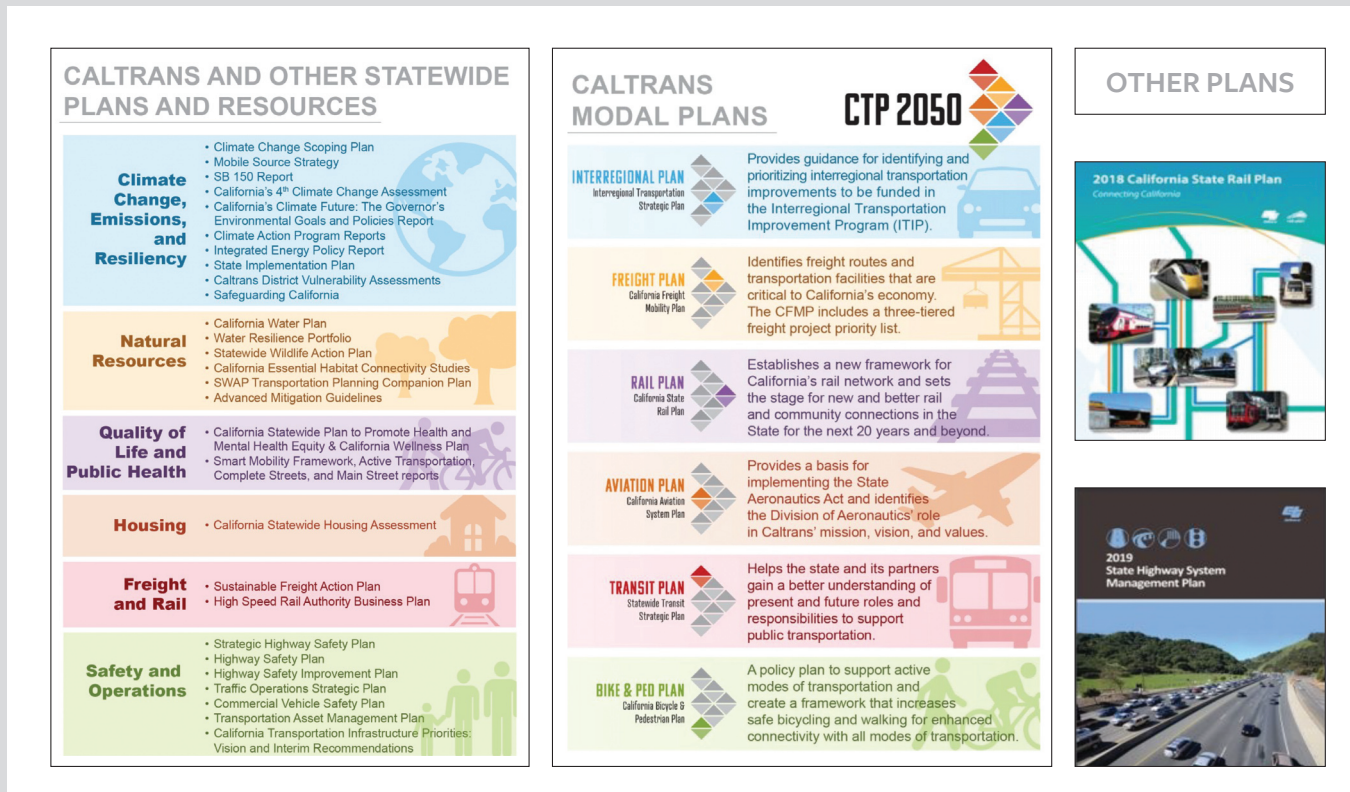


Figure 2. CTP and related plans

We found that the CTP sets forth an ambitious, multifaceted vision and eight interrelated goals for California's transportation systems:

- **Safety**—Provide a safe and secure transportation system
- **Climate**—Achieve statewide GHG emission reduction targets and increase resilience to climate change
- **Equity**—Eliminate transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups
- **Accessibility**—Improve multimodal mobility and access to destinations for all users
- **Quality of life and public health**—Enable vibrant, healthy communities
- **Environment**—Enhance environmental health and reduce negative transportation impacts
- **Economy**—Support a vibrant, resilient economy
- **Infrastructure**—Maintain a high-quality, resilient transportation system

The CTP was developed by drawing on scenario analyses designed to explore how well various courses of action would achieve the articulated goals. The analyses included a baseline scenario that assumed that the plans in place would be implemented, a scenario focusing on land use, a scenario focusing on transportation strategies, and a combined package

of land use and transportation strategies. The strongest performance came from the combined package of strategies, and the CTP consequently presents recommendations and action items that would pursue both land use and transportation actions.

A key finding from the scenario analyses is that even with the combined scenario and all current regional transportation plans and state plans implemented, aggressive ZEV implementation would be needed to achieve the mandated emissions reductions by 2050. The analyses show that most of the emissions reductions come from new vehicle technologies and only a small amount stems from other transportation investments.

It is important to note what the CTP 2050 does and does not aim to do. As it states, “The CTP does not contain projects, but policies and strategies required to close the gap between what the regional transportation plans (RTP) aim to achieve and how much more is required to meet 2050 goals.” In addition, while the CTP draws on the state’s modal plans and the RTPs, it does not amend them. The CTP will inform the next round of modal plans, but “does not attempt to modify or prioritize project spending at the regional level.” These are significant limitations on the CTP’s ability to change transportation policy directions.

The CTP is intended to be supplemented by stand-alone documents that elaborate on the strategies considered, the analysis conducted, the planning process, funding options, and implementation strategies. However, while the financing element and the implementation element are the most salient to this review, the financing element is in draft form, and the implementation element has not been released as of the time of this writing (Dec. 2021).

We also briefly reviewed California’s interregional, rail, and bicycle and pedestrian modal plans as well as a draft transit plan (not released by Caltrans). Except for the interregional plan, these plans predate the CTP 2050 and are scheduled to be updated soon. The plans we reviewed, while covering nearly 1,000 pages, barely scratch the surface: The six modal plans plus the CTP amount to almost 1,600 pages and the additional related plans listed in the CTP add thousands of more pages.

The modal plans list additional recommended actions, including ones that would fill gaps and support multimodal and multi-operator travel, such as fare cards that work for bikeshare as well as transit, transit passes that work on systems throughout the state, and coordinated, pulsed transfers between regional rail systems and intercity rail.

<b>CTP and Modal Plans</b>	
<b>Title</b>	<b># Pages</b>
California Transportation Plan 2050	137
Interregional Transportation Strategic Plan 2021	73
California State Rail Plan 2018	309
Statewide Transit Strategic Plan (unreleased draft) 2017	269
California Bicycle & Pedestrian Plan 2017	84
California Freight Mobility Plan 2020	312
California Aviation System Plan 2021	396
<b>Total pages</b>	<b>1,580</b>

Assumptions about technological change, including ambitious plans for the production and uptake of connected and autonomous vehicles, are key factors in emission reductions in the CTP 2050 and the modal plans. For example, autonomous trucking, platooning, and intelligent transportation systems are identified as ways to significantly improve freight operations and capacity; zero-emission trucks would reduce emissions and exposures, and alternative last-mile deliveries, such as drones and other automated delivery technologies, would reduce local truck traffic. The application of text analysis software in Part 2 of this white paper confirmed just how frequently the plan depends on technological advances, including ZEVs, connected and autonomous vehicles, and goods movement innovations, measures that are only partially transportation agencies' ability to implement. In the CTP, out of 127 pages of the document, 31 pages mention new technologies, with the greatest emphasis given to electric and autonomous vehicle technologies. While these technologies are viewed as the most promising ways to reduce emissions, and the automation elements are expected to improve safety, the CTP notes that an emphasis on new vehicle technologies could also lead to increased motor vehicle use, VMT, and congestion unless carefully regulated. Assumptions in the plan are consistent with state laws and executive orders with regard to timing of sales, but assumptions about vehicle costs and rate of uptake are not discussed in any detail.

For Part 3, over 80 interviews were conducted with experts in the field and other stakeholders to gain additional views of the plans and planning process. The interview respondents included current and former elected officials; federal, state, regional, and local agency leaders; advocates for low-income and minority communities; transportation, land use and environmental experts; developers and builders; economic development specialists; and representatives of nonprofit organizations specializing in civic, business, and environmental issues. Each interview lasted 45 minutes to an hour and was designed to allow the discussion to focus on topics of greatest interest and concern to the respondent. Respondents were offered anonymity so that they felt free to speak frankly. Interview notes were summarized, and highlights were extracted and categorized by key issues raised. The resulting compilation formed the basis for the analysis presented here.

A key finding is that **most of those interviewed were appreciative of the progressive goals and objectives laid out in the CTP 2050, but they also were disappointed that the plan did not provide a more explicit way forward.**

State modal plans received mixed reviews, with some seen as offering concrete strategies and others remaining largely aspirational. Specific criticisms of the CTP 2050 was its lack of an implementation plan with clear assignments of responsibility, performance measures, and deadlines for achievement; lack of a clear funding plan; insufficient attention to modal competition and markets for various services; and heavy reliance on regional and local action as well as the actions of other organizations to achieve goals. In addition, many commented that the assumptions about technological innovation and its diffusion were highly optimistic, as were assumptions about transit expansion and telecommuting. While recognizing that the CTP 2050 is fiscally unconstrained and is not expected to propose specific projects, many of those interviewed felt that this made it possible to avoid hard issues. They recommended supplementing the aspirational plan with an alternative that illustrates what can be done with existing and reasonably anticipated funding and legal authorities.

Many of those interviewed were concerned that **the plans do not acknowledge that goals can be in conflict and do not lay out clear priorities among goals or strategies for dealing with conflicts.** Many noted that institutional complexity and internal resistance to change can be a barrier to effective planning, especially when multiple priorities are in effect. Several commented that the current institutional structure gives the state and regional agencies only limited ability to steer investments. Interviewees further commented that contextual differences in user needs, available transportation services, and barriers faced were glossed over in the plans.



Explicit strategies for coordinating economic development and housing with transportation s frequently mentioned as a planning gap. In addition, the sheer number of plans, their length and repetition, and disjointed timing were seen by many as making it impossible to get a full picture of transportation today or as proposed for the future and harder to participate meaningfully in transportation planning processes.

**Regional plans and spending programs were flagged as key factors that could significantly affect attainment of the transportation goals set out in state legislation and executive orders.** The CTP 2050 relies on the state’s many RTPs to establish much of the direction for the next 30 years, but the implementation is problematic for some elements of the RTPs. Regional plans are supposed to be fiscally constrained, but they also make numerous assumptions about technology, expanded transit services and bike and pedestrian infrastructure, road pricing, mobility innovations, and smart growth policies. Funding for the transit, bike, and pedestrian elements is in short supply, authority to implement road pricing is uncertain, and for some facilities, would depend on federal as well as state, regional, or local approval, and pricing and land use changes are controversial and might not win the support needed to proceed as proposed. Thus, like the policies in the CTP 2050, many RTP policies and priorities are aspirational and will be difficult to achieve absent additional funds and grants of authority. In addition, as the CTP 2050 notes, continued capacity increases in regional and county plans and spending programs are likely to increase VMT and emissions and spread out development, making it more difficult to achieve mandated emissions reductions and, over the longer term, requiring increased spending on maintenance.

The review found that the state plans present aspirational and inspiring goals, but are weak on implementation. They depend heavily on technology advances in vehicles and fuels for goal attainment and are both dependent on and to some extent constrained by regional plans for other content.

### WP 3: MPO Planning and Implementation of State Policy Goals

California’s 18 MPOs, federally mandated regional transportation planning agencies operating in the state’s urban regions, play a central role in planning and programming transportation projects. This white paper, presented in two parts, first examines MPOs’ role in the state’s decision-making and governance structure for transportation, considering how and whether MPOs are helping achieve state goals for climate protection and sustainability. It then compares regional transportation planning and regional transportation funding programs using a detailed analysis of long-range regional transportation plans (RTP) and short-range transportation improvement programs (TIP) for five California MPOs.

California assigns more responsibility to its MPOs than most other US states. In California, MPOs plan and program all transportation projects in urban areas through their periodically updated long-range (20+ year) RTPs and shorter-range TIPs. Since passage of SB 375 in 2008, the MPOs have been required to produce RTPs that, in combination with land use plans called Sustainable Communities Strategies (SCS) developed by the MPOs in coordination with localities, can achieve state-mandated targets for reducing per capita GHG emissions from cars and light-duty trucks. Under SB 375, MPOs must also align their RTPs with regional plans for allocating housing need for all income levels among localities within regions, as required under the state’s Regional Housing Needs Assessment (RHNA) process.

SB 375 represents a groundbreaking effort to achieve more efficient development patterns through coordinated planning for transportation and land use at a regional scale. All the MPOs have developed RTP/SCSs deemed capable of achieving the initial state-mandated GHG reduction targets assigned under SB 375. The RTP/SCSs have been more ambitious than pre-SB 375 regional plans in encouraging more compact growth patterns, mode shifts toward sustainable transport, such as transit, biking, and walking, and reductions in VMT. Examining the most recently adopted RTP/SCSs, we

found that most MPOs had included performance objectives and measures aimed at improving accessibility (oriented to achieving efficient, multimodal travel patterns) than auto-mobility (oriented to reducing driver delay).

In addressing their GHG reduction targets, some MPOs have faced difficult challenges, such as for housing all the projected population growth for the region within their borders rather than allowing for spillover into surrounding areas, and for determining how and whether to forego desired roadway projects. These challenges have prompted some MPOs to devise evaluation methods and project ranking criteria to reward municipalities that adopt land use policies that support regional plan goals. For example, some MPOs subject transportation proposals to rigorous cost-benefit and social equity analysis and ranking.

Notwithstanding these achievements, SB 375 has come under scrutiny for failing, so far, to achieve its goals. In a report to the legislature in 2018, the CARB concluded that, “California is not on track to meet greenhouse gas reductions expected under SB 375,” with a particularly worrisome trend being an observed rise in VMT and associated GHGs from cars and light trucks starting after 2013.

What accounts for the disappointing performance of RTP/SCSs in achieving desired outcomes? Various observers have long warned of structural flaws in SB 375 in terms of a mismatch of MPO responsibility with inadequate authority or resources to carry it out. To achieve plan goals, MPOs need state and local government support and cooperation, which so far have been inadequate.

The need for local cooperation has been evident from the start. SB 375 relies on MPOs to coordinate transportation and land use at a regional scale, and plan analyses consistently show the synergistic benefits of this approach for reducing VMT and GHGs. But to achieve their SB 375 targets, the MPOs have relied on land use policy changes not yet adopted by many localities and which veer away from current local general plans and zoning ordinances. The MPOs do not control land use policymaking, which is the prerogative of local governments.

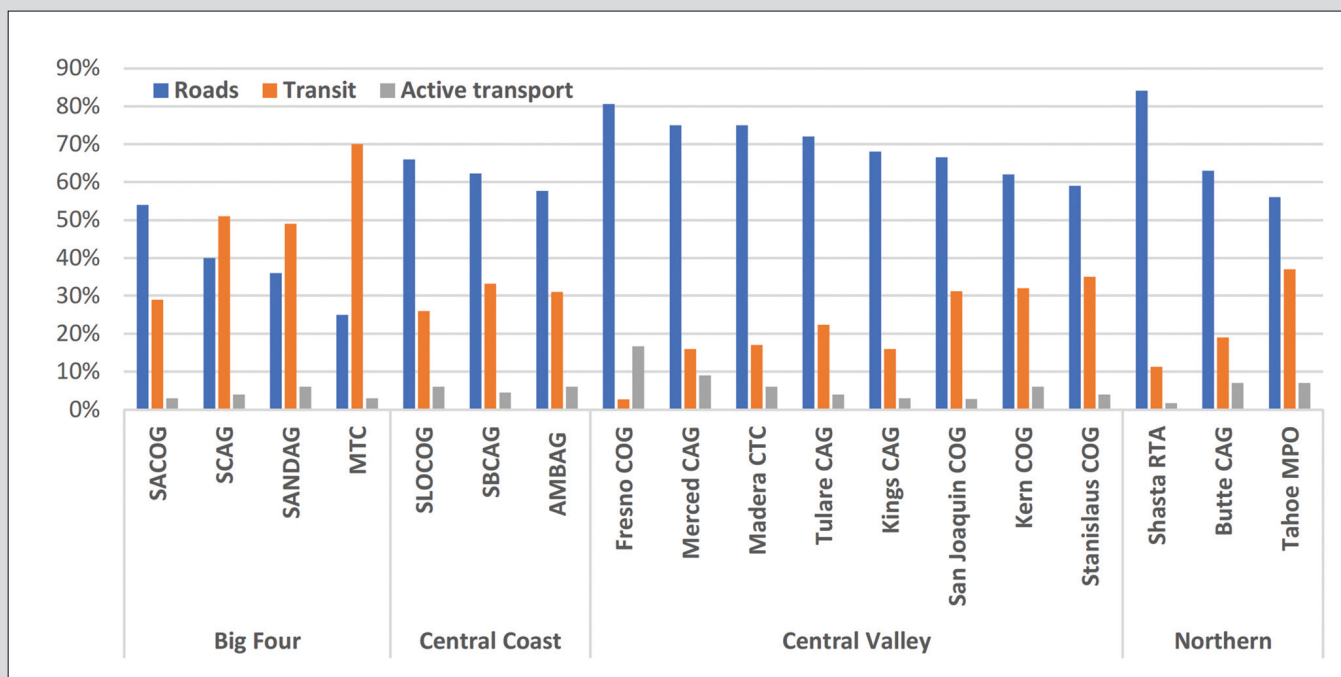
### How do MPO plans allocate funding?

Our analysis of the most-recent adopted RTP/SCSs indicates that most MPO plans allocate more funds toward roadways than transit, although most allocate more roadway funding toward maintenance, operations, and rehab (M&O) than new facilities. Central Valley and northern-state MPOs are more likely to direct funds to roadways than coastal MPOs. When considering capital spending for new facilities by the “big four” MPOs (in the SF Bay, LA, San Diego, and Sacramento areas), the Bay Area and San Diego area agencies spend more for new transit than new roadways, while the other two spend more for new roadways than transit. Compared to funding shares allocated under SB 1, the state’s recent gas tax increase program, spending by the big four MPOs is allocated more toward transit than roadways, but also less toward M&O than new facilities.

The need for state action became more apparent when CARB renegotiated GHG reduction targets with the MPOs in 2018 in response to updated state GHG reduction goals, proposing stiffer targets for 2035 than those adopted originally under SB 375. The MPOs in the state’s four largest regions countered that achieving the deeper reductions would be infeasible absent adoption by the state government of additional policies to support SB 375, including road and parking pricing, more funds dedicated to multimodal transport, and more direct support for local infill development. CARB

adopted more-stringent MPO targets, although not as stiff as its own analysis had deemed necessary to help achieve the state’s overall GHG reduction target. To address the gap, CARB committed to conducting ongoing deliberations with MPOs on the new policy measures. In this fashion, **target renegotiation between CARB and the MPOs became a key venue for debate and deliberation on roles and responsibilities at different levels of government for ensuring the success of SB 375.**

These recent developments have brought the Achilles heel of SB 375—MPOs’ institutional weakness for ensuring implementation—into sharper view. MPOs provide a crucial planning interface to align federal, state, and local projects and priorities, and their plans demonstrate how each region could help achieve the state’s goals for sustainable transport if the projects and policies included in the plans are carried out. But MPOs cannot mandate local land use policy changes, and they have only limited discretion for initiating transportation projects, most of which are controlled by other levels of government, with the MPO role being to coordinate and prioritize project spending within regions. To achieve their now-tougher SB 375 targets, recent RTP/SCSs call for securing hundreds of billions of dollars of new revenue through state- and local-led pricing strategies, which the MPOs cannot directly and autonomously pursue. In its evaluation reports, CARB has critiqued some recent RTP/SCSs for relying on unsecured and uncertain revenue sources, but MPOs are banking on more ambitious but uncertain state and local action to be able to achieve their mandated goals.



**Figure 3. MPO planned expenditures by mode as reported in the most recent RTP/SCSs**

Note: Values do not sum to 100% if an RTP includes spending for “other” purposes than shown.

The divergence between what-if scenarios and existing conditions is underscored when considering how RTP/SCSs relate to the state’s long-range California Transportation Plan 2050 (CTP 2050). Unlike the RTP/SCSs, the CTP 2050 is not required to be “fiscally constrained” to “reasonably anticipated” revenue sources. The CTP 2050 aims to identify “policies and strategies required to close the gap between what the regional transportation plans (RTPs) aim to achieve



and how much more is required to meet 2050 goals” for the transportation sector. However, some unconstrained, aspirational funding strategies modeled for the CTP 2050, such as per-mile road user fees, are also included in RTP/SCSs, which then direct the new funds toward transit and other purposes. The inclusion of aspirational revenue sources in the RTP/SCSs raises questions about overlap between the regional plans and the CTP 2050. The lack of sharp delineation between constrained and unconstrained funding makes it difficult to determine exactly what more needs to be done beyond the RTP/SCSs to achieve state goals.

But more crucially, the RTP/SCSs and the CTP 2050 underscore the same message—that a more ambitious multilevel policy package is needed if California intends to achieve its climate goals. That package would include roadway pricing, increased financial and policy support for compact development, and greater investment in non-auto modes. Rather than criticize MPOs for devising ambitious plans that fail to deliver on the ground, it would be more useful to ask whether state and local policymakers are ready to pursue the visions described in CTP 2050 and the RTP/SCSs and adopt the supporting policies needed for them—and SB 375—to succeed.

Disputes over whether local-, regional-, or state-level inaction is more to blame for inadequate SB 375 implementation are misplaced because stronger efforts are required at all levels. The multilevel policy combination advanced in the CTP 2050, and mirrored in many RTP/SCSs, would be more effective if pursued in a concerted fashion, enabling Californians to see the synergistic benefits that could follow. For example, support for the pricing and land use changes being proposed might come more easily if voters understand that road pricing revenues would fund realistic alternatives to driving that in turn would make compact development more attractive.

SB 375 is at a critical turning point, with recent analysis and negotiations serving to raise concerns about the law’s efficacy. However, these developments point not to the law’s failure to accomplish its central mandate—for MPOs to develop and adopt long-range plans deemed capable of achieving state goals for sustainable transport—but rather they call attention to the law’s built-in implementation deficit, which was apparent from the start but has not been adequately addressed. Like the CTP 2050, the MPO plans help show the way forward to achieving sustainable transport but also highlight the limitations of current assignments of responsibility and authority.

Part 2 of the white paper compares regional transportation plans and project funding—programming—using a detailed analysis of long-range RTPs and short-range TIPs for five MPOs in California. We developed and used a common coding scheme to categorize transportation projects in both the RTPs and TIPs and compared expenditures planned in the long-range RTP to the funds committed in the near-term TIP for automobile, transit, and active transportation infrastructure.

RTPs and TIPs serve related but distinct purposes in the transportation planning process. Both RTPs and TIPs must comply with federal regulations as well as state rules. In California, RTPs are also a regional strategy for transportation and land use that together meet regional goals and decrease transportation-related GHG emissions per SB 375. A TIP is a spending plan—it budgets funds to specific projects and is meant to implement the RTP. A TIP tracks in detail the transportation investments made with federal and state funding sources or that are “regionally significant,” regardless of funding source. Thus, a TIP is expected to give a nearly comprehensive picture of the role of state and federal funds in attaining the goals of the RTP.

Our findings show (Figure 4) that among the five case study regions, **the state and federal—and in some cases, local—expenditures programmed in TIPs are generally less multimodal and more auto-centric than the investments outlined in MPOs’ long-range transportation plans.** The three largest MPOs program a larger share of funds for auto infrastructure and a smaller share of funds for transit than the planned expenditures in their respective RTP/SCSs. Auto infrastructure (for example, new capacity, road rehabilitation, operations) receives the majority of

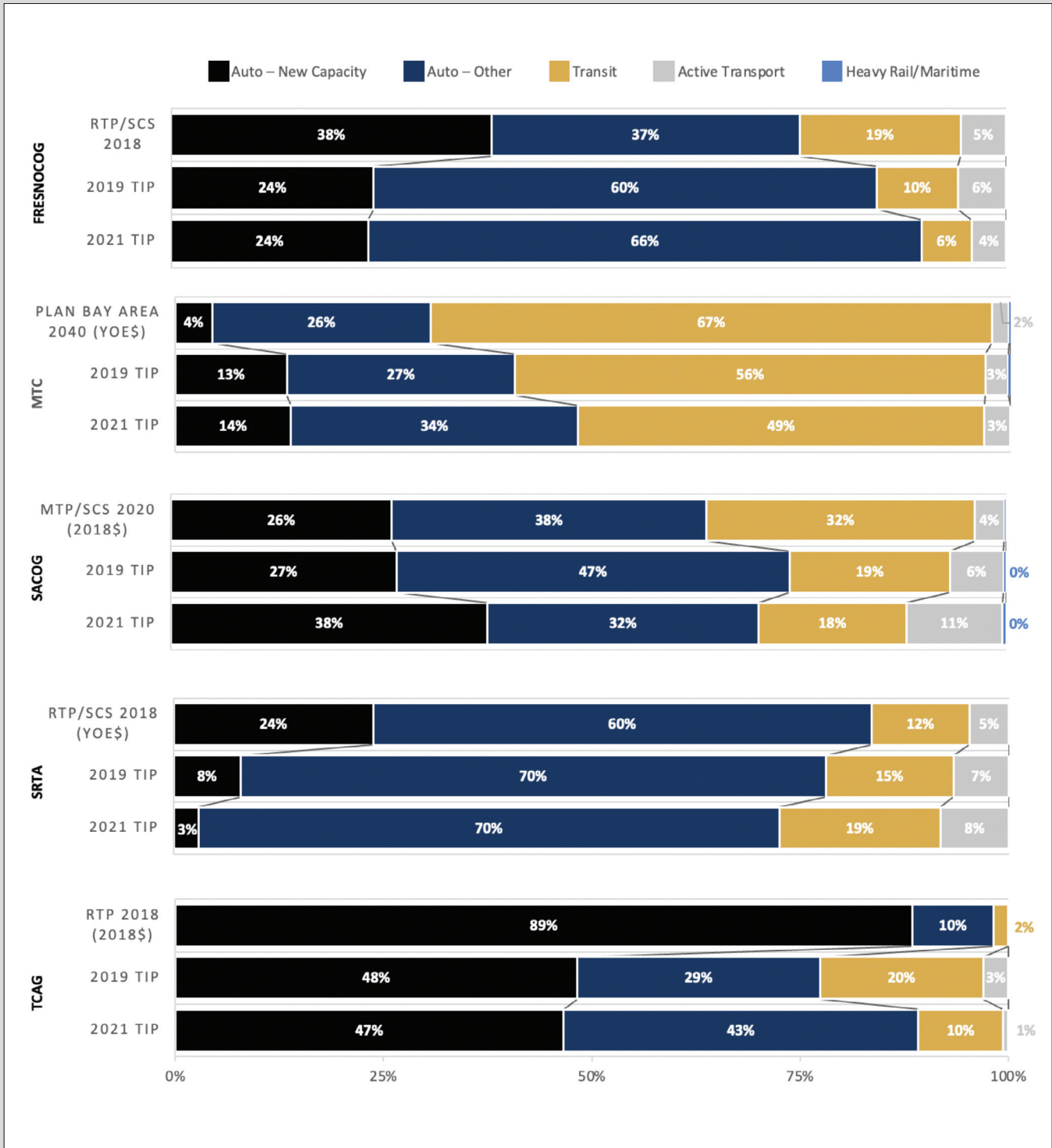


Figure 4. Regional plan investments vs. programmed investments

planned and programmed funds in all regions, except the San Francisco Bay Area. New auto capacity (for example, new or wider roads, new auxiliary or toll lanes, new or wider interchanges and ramps) makes up a significant share of planned and programmed funding in all regions, particularly in the Central Valley and suburban areas of the Bay Area. Indeed, new auto capacity receives the plurality of programmed funds in two of the five case regions (SACOG and TCAG).

**These results indicate that despite ambitious multimodal investment plans in some RTP/SCSs, the TIPs tend to frontload auto infrastructure and backload transit with their state and federal funding.** This leaves local governments with the responsibility for using their local funds to develop the projects that will realize much of the GHG reduction envisioned in the RTP/SCSs. But local governments have their own priorities that might or might not align with the state and regional GHG reduction goals. This pattern of investment, particularly the near-term prioritization of VMT-inducing roadway expansion, contravenes California’s GHG reduction goals and hinders the decreased auto dependence that RTP/SCSs aim to achieve. **To implement the GHG reductions envisioned and budgeted in California’s regional plans, policy is needed that will redirect California’s core transportation funding programs, such as the STIP and SHOPP, and the local project development and prioritization processes away from auto-capacity projects and toward investments that reduce auto dependence, such as transit and active transportation.**

## WP 4: Examination of Key Transportation Funding Programs in California and Their Context

This paper examines 11 key transportation funding programs, 5 of which are specified in AB 285. We evaluated the funding programs’ alignment with contemporary state goals for transportation as expressed in state law and the CTP 2050. We consider the historical context in which the 11 programs were developed and the contemporary context in which these 11 programs are placed, alongside many others in California’s complicated funding system. Our central question is: How well do California’s transportation funding programs support the state’s goals and climate agenda?

Much of California’s current transportation funding system was developed in response to major shifts in federal funding in the mid-20th century, which catalyzed a need for states and localities to develop state and local programs to become eligible for federal fund matches.” Much of the complexity in California’s current transportation system is rooted in the many political compromises that were necessary to develop highway funding programs in the 1940s and transit programs in the 1960s and ’70s. Even when there was agreement over the general need for such funding, legislators had to brook disagreements over how to pay for it and to bridge tensions over the disparate needs of different parts of the state. Later, concerns over “fiscal discipline” received much attention, and as a result, many transportation programs, especially transit-supportive ones, have complex conditions and eligibility criteria so strict that numerous exemptions were subsequently adopted to avoid transit shutdowns.

In the 1980s, in response to Proposition 13, localities, especially counties, started putting local option sales tax (LOST) measures on local ballots. Their popularity, pervasiveness, and sheer size means that LOSTs have outsized effects on transportation outcomes in the state. Popular with voters for their sunset clauses and specificity of projects, **LOSTs have become the largest source of transportation funding in California** (21.7% of the transportation funding considered for this report).

Research into patterns of transportation funding indicates that new and additional funding sources do not displace or replace existing already-programmed funds. LOSTs, therefore, add funding capacity, enabling localities to build projects that they otherwise would not. However, **the significant amount of funding from LOSTs has shifted the locus of influence away from MPOs, which are responsible for implementing the state’s vision for land use and transportation through Sustainable Communities Strategies, to counties that have no such obligations.**

The five AB 285 programs we looked at were the Affordable Housing and Sustainable Communities Program, the Low-Carbon Transit Operations Program, the Transformative Climate Communities Program, the Sustainable Transportation Planning Grant Program, and the Transit and Intercity Rail Capital Program. These programs primarily support transportation-related projects to meet state climate goals, with a key focus of achieving GHG emission reduction. Projects funded by these programs include sustainable transportation infrastructure, intermodal transit facility expansion, and shared mobility programs. All AB 285-identified programs were established recently and provide funding allocations for projects within or serving disadvantaged communities, low-income communities, and low-income households, as established by SB 535 and AB 1550.

The other six programs we reviewed were the State Highway Operations & Protection Program (SHOPP), Local Transportation Funds (LTF), Solutions for Congested Corridors (SCPP), the Interregional Transportation Improvement Program (ITIP), the Local Partnership Program (LPP), and the Active Transportation Program (ATP). Most have prescribed types of activities and projects. SHOPP and LTF are the biggest of the state transportation programs, with SHOPP accounting for almost 60 percent of the funding, and LTF for an additional 25–30 percent (the percentage varying somewhat by year).

### Programs and funding sources with estimated percentages by expenditure category

Program Name	Appropriated*	Transit	Local Return & Discretionary	Highway	Streets & Roads	Other
Local Option Sales Tax	\$6,643,000	42.0%	14.5%	23.4%	14.1%	6.0%
State Highway Operation and Protection Program	\$4,540,000			100.0%		
State Highway Maintenance and Rehabilitation	\$1,900,000			50.0%	50.0%	
Local Transportation Fund	\$1,899,311	82.9%	0.0%		7.3%	9.9%
Transit Fares	\$1,798,045	100.0%				
Local General Funds	\$1,755,043				100.0%	
Local Streets and Roads Program	\$1,500,000				100.0%	
Toll Fees for Highways and Bridges	\$1,375,875	0.3%	24.2%	75.5%	0.0%	0.0%
Federal Transit Administration Formula Grants for Urbanized Areas	\$1,099,908	100.0%				
Federal Transit Administration Capital Investment Grants Program and State of Good Repair Program	\$936,647	100.0%				
Transit – General Funds and Property Taxes	\$901,883	100.0%				
State Transit Assistance	\$802,999	100.0%				
State Transportation Improvement Program [xiii] <sup>c</sup>	\$710,000	23.9%		76.1%		
Surface Transportation Block Grant Program	\$522,110			34.0%	33.0%	33.0%
Transit – Other Directly Generated	\$509,655	100.0%				
Transportation Infrastructure Finance and Innovation Act	\$508,449	1.7%		98.3%		
Developer Impact Fees	\$402,921				100.0%	
Congestion Mitigation and Air Quality Improvement Program	\$391,700	30.0%		50.0%		20.0%
Affordable Housing and Sustainable Communities	\$324,000	0.5%				99.5%
Trade Corridor Enhancement Program	\$300,000			87.3%	0.8%	12.0%
Highway Safety Improvement Program	\$277,600			100.0%		
Highway Bridge Program	\$270,626			100.0%		
Solutions for Congested Corridors Program	\$250,000	55.5%		44.5%		
Low Carbon Transit Operations Program	\$225,400	100.0%				
Local Partnership Program – Competitive	\$200,000	13.5%	0.0%	51.5%	25.6%	9.4%
Federal Transit Administration – Other	\$141,630	100.0%				
Active Transportation Program	\$122,971					100.0%
Intelligent Transportation Systems Program	\$53,965			50.0%	50.0%	
State Rail Assistance Program	\$51,600	100.0%				
Transformative Climate Communities [vii] <sup>c, A</sup>	\$41,700				100.0%	
Sustainable Transportation Planning Grants	\$34,000					100.0%
Federal Transit Administration Formula Grants for Rural Areas	\$28,568	100.0%				
Transit and Intercity Rail Capital Program	\$27,900	100.0%				
Clean Mobility Options	\$21,150	15.0%				85.0%
Sustainable Transportation Equity Project	\$19,500					100.0%

\*Amount appropriated for reported fiscal year in million

Source: Data from various sources for FYs 2018–19 to 2020–21 (est.) depending on fund. Refer to white paper for details.

Our review of the selected state transportation funding programs and their appropriations suggests that the **influence of the five AB 285 programs on state policy outcomes is limited by their small share of the state’s transportation funding**: the five AB 285 programs account for only 2.13 percent of the state’s annual transportation funding reviewed for this research. The six additional programs we reviewed, which are older on average, have fewer and more focused goals, primarily aiming to improve mobility across California. Many lack a statutory funding commitment to environmental protection or disadvantaged communities and instead, only consider the impact of projects within the project evaluation processes.

To assess funding alignment with articulated state goals, we first identified the goals articulated in the 2024 Caltrans Strategic Plan, CTP 2050, and numerous state bills. We identified 33 goals. Because many of these goals were overlapping, although expressed in varied language, we placed the 33 goals into seven broad categories: environmental protection/emissions reduction; improved transportation equity and access; increased safety and resilience; prioritized maintenance of transportation assets (“fix it first”); promotion of non-auto modes; reduced VMT; and support for vibrant communities and economy. We then determined the amounts appropriated for each funding program and reviewed each fund’s eligibility requirements and restrictions as well as its references to relevant legislation—keywords or phrases that aligned with each state goal category. Finally, we counted the number of state goal categories with which each program aligned. This process allowed us to evaluate the extent to which the transportation funding considered here is directed toward state goal attainment. The analysis found that **the programs with the largest funding address few of the state goals in their statutory description, criteria, or wording, whereas several of the programs that address the most state goals are among the least-funded programs** (of those we studied).

In essence, the state’s older programs have greater funding, fewer goals, and fewer goals aligned with contemporary state objectives. In contrast, the state’s newer programs have comparatively less funding, more goals attached, and more goals aligned with the state’s targets for reducing GHG emissions, reducing VMT, increasing non-auto mode share, and improving transportation equity and access. This suggests that the state’s transportation spending is not well aligned with many of its goals.

Why this misalignment in goals and spending occurs is unclear, but a possible reason is that increased funding for transportation has been hard-fought. Road building in the 1950s and ’60s created a massive network of streets and highways, and their increasing need for maintenance and rehabilitation, coupled with general inflation and increases in construction costs, meant that programs like SHOPP and local streets and roads required more resources for “fix-it-first.” In addition, the state’s contemporary commitments to values such as environmental sustainability and social justice have attached more goals to the more recently enacted programs without necessarily providing more funding or by providing only modest amounts.

**The funding analysis suggests that it might be time for a comprehensive reevaluation of program funding levels and eligibility criteria.** While federal law and state constitutional provisions create limitations on how some transportation funds can be spent, based on our review, there appears to be room for administrative reforms that would increase and accelerate state goal attainment.

## WP 5: Flexibility in California Transportation Funding Programs and Implications for More Climate-Aligned Spending

Funding is in short supply for many of the transportation measures that Caltrans, California, and MPOs have included in their plans and programs for a climate-friendly future. Transit, bike, and pedestrian facilities and services and new mobility options for passengers and goods movement are included as key measures in the CTP 2050 and in MPOs' Sustainable Communities Strategies. However, the accounts that pay for these types of projects are oversubscribed. Currently, most transportation spending in California goes to highway construction and maintenance, and some of this funding is being used for projects that are likely to increase VMT and emissions. Sound asset management practices require investments in maintenance and rehabilitation, and longstanding goals of safety and economic prosperity clearly remain important. Whether there is flexibility to reallocate or otherwise manage transportation funds to increase expenditures on projects that will better comport with state climate goals—and also goals for clean air, environmental protection, and equity—is a question that is increasingly being asked.

In white paper 5, a combination of legal research and a small sample of interviews with key informants was used to address the following questions.

- How much flexibility exists under various transportation programs for transportation agencies to choose the type of project that best addresses their goals? What options are available for directing funding toward active transportation and transit projects?
- If flexibility exists, what methods can be used to reallocate funding, modify prior commitments, or change project priorities? Where is there flexibility in spending transportation project funds on GHG-reducing projects rather than auto-oriented projects?
- What are the implications under the California Environmental Quality Act (CEQA) of policy or analytical developments that arise after the original CEQA review? If decision-makers do modify transportation plans or projects in response to new policies or new information, would those modifications trigger or reopen a CEQA analysis?

Six key findings emerged from the research.

### **1. There is little consistency in how much flexibility is available under various transportation funding sources, and efforts to direct expenditures toward state goal attainment would need to address the specifics of each funding source.**

Transportation projects are funded with federal, state, and local dollars, and the rules for expenditures depend on the specific funding source and program.

Some federal programs are fairly flexible. For example, Congestion Management and Air Quality funds can be spent on bike and pedestrian projects, transit services, or highway operations improvements, but not on routine maintenance or traffic lanes for single-occupancy vehicles. Other funding programs are more narrowly focused on a particular mode (for example, highways or transit) or problem, such as highway safety. In addition, some funds are allocated to designated recipients by formulas established in law, while other funding programs are discretionary and competitive, and eligible applicants must apply for them.



In California, expenditures from the Highway Trust Fund are governed by Article XIX of the California Constitution and Streets & Highways Code section 2101. These laws specify that allowable uses of gas tax funds are for public streets and highways, public mass transit guideways, and their related public facilities. From the perspective of advocates for a more balanced transportation system, a major limitation has been that gas taxes cannot be spent on acquisition of buses or other mass transit vehicles, on passenger facilities, such as bus benches, shelters, and bus stop signs, or on operating and maintenance costs of mass transit. However, SB 1 (Beall, 2017) increased the California gas tax and also added programs that support a diverse set of projects, including funding for transit, active transportation, and multimodal projects in congested corridors.

**2. Strategies for reallocating funding include project substitutions, programming priority changes, and project modifications. However, such strategies require time and could trigger additional reviews. Furthermore, officials can seek greater flexibility in spending in some cases and greater strictures on expenditures in other cases.**

Programming processes generally contain the flexibility for officials to delete some projects and substitute others as long as the projects are consistent with the applicable state or regional plan. However, in areas that are nonattainment for National Ambient Air Quality Standards, this could trigger a conformity review. Officials also can choose to reprioritize projects, expediting those with desired impacts and postponing those whose impacts raise concerns. Finally, under many programs, officials can modify proposed projects to mitigate potentially adverse effects, such as increased VMT and emissions, although this could trigger additional environmental reviews.

Project substitutions and changes in project designs, mitigation measures, timing, and so on could run the risk of losing funds due to funding eligibility issues or deadlines for project completion. This often reduces willingness to modify plans or programs. Also, while officials sometimes want added flexibility in funding use, others would prefer to constrain flexibility, developing policies under which projects that advance specified goals receive priority for funding. California's Climate Action Plan for Transportation Infrastructure (CAPTI) is in this vein.

**3. With some exceptions, state law affords transportation agencies the authority to craft fairly flexible transportation spending measures, in particular through categorical or priority-based (rather than project-specific) approaches and built-in processes for agency adaptation to new circumstances.**

A substantial share of California's transportation funding comes from local sources, and in particular from local option sales taxes (LOST) approved by voters. Under the constitutional and legal provisions derived from Propositions 13, 62, and 218, local governments are fairly circumscribed in how they can authorize new revenue-raising measures that could fund transportation investment; "special" taxes to fund specific priorities require the approval of two-thirds of the voters. However, state law generally allows local governments to build flexibility into the plans that voters approve. Specifically, transportation LOSTS can describe the project priorities or project types to be funded rather than the specific projects to be funded, allowing transportation leaders to craft spending plans according to local preferences. They can include detailed processes, such as supermajority board votes, for agency modification of spending plans under specified circumstances.

**4. In some cases, state agencies can improve the flexibility to direct funds toward projects aligned with state priorities by modifying interpretations of a statute rather than by initiating changes to the statute itself.**

State agencies often can prioritize desired types of transportation projects through the interpretation of statutory criteria and modifications of administrative guidance. For example, bike and pedestrian improvements could be treated as required elements of street rehabilitation projects, unless proven infeasible, rather than encouraged where feasible.



Changing agencies' implementation guidance (where permitted by statute and grounded in state laws or executive orders) often can be done faster and put into effect more easily than changes to the law itself.

However, changing statutory language might be appropriate in certain cases. For example, if a particular fund's uses are limited by explicit provisions of the law, but a wider set of uses would be salutary, a legislative change would be necessary. Legislative intervention might also be needed when there is disagreement between agencies about legislative intent or when the agencies' policies are in conflict, if an interagency agreement cannot be reached.

### **5. Political barriers to changes in local projects and sales tax measures can be more challenging than legal barriers.**

A substantial amount of political inertia characterizes transportation planning and funding processes, making it difficult to chart a new course for a project after it is set in motion. Even where flexibility could exist from a legal perspective, entities can encounter multiple impediments to more proactive funding redistribution at the local and regional levels, particularly where the public has approved a program via a tax measure. Transportation planning is a multiyear process. By the time a project is considered for funding, it has gained substantial political support, including from powerful political constituencies.

Projects included in RTPs 20 years ago, or even 10 years ago, might now be out of sync with the latest technologies, demographic needs, and environmental realities. Still, there could be tension between state VMT and GHG reduction goals and community investment preferences, and it might be politically infeasible to overturn these priorities at the local level. Officials responsible for decision-making under an RTP might face competing priorities. Indeed, most MPO board members are local officials with obligations to represent their constituents at the same time that they are being asked to address broader regional concerns.

In many cases, it is easier to reprioritize a controversial or problematic project, that is, delay its implementation rather than delete it altogether or redesign it.

### **6. CEQA does not typically require agencies to undertake new review based on post-certification analysis or policy changes. However, transportation agencies seeking to revise projects for funding in a manner that goes beyond the terms of their original spending program or plan typically need to undergo supplemental or subsequent CEQA review.**

As a key mechanism for incorporating environmental considerations into transportation projects, CEQA comes up when strategies for improving transportation projects' performance are under consideration. At the same time, agencies often resist opening up CEQA reviews because of their costs in time and dollars.

Transportation projects that have been in the pipeline for many years might not have undergone the same level of analysis for issues, such as induced travel, GHG emissions, or environmental justice, that newer projects undergo. However, under CEQA, subsequent environmental analysis or issuance of guidance, or amendments to CEQA itself, generally do not require an agency to take additional action, even if they would have affected the environmental review had they been in place at the time it was being done. After a project has obtained certification of its environmental review, the lead agency typically is not required to conduct further environmental review unless the agency makes a subsequent discretionary decision to modify the project.

However, if a lead agency elects to undertake a discretionary action and update the environmental review, it will likely be required to prepare a subsequent or supplemental environmental impact report on the new impacts and project modifications, including full public review and comment processes. As a result, time- or funding-constrained agencies will likely be hesitant to reprioritize projects in this manner.

## 6. Putting It All Together: Key Findings

Here we present findings that cut across all the white papers. Overall, we find that California is not on track to meet its GHG reduction targets and is likely to fall short of attainment of other important goals – a finding that underscores those of CARB and Caltrans. Without additional action, the CTP 2050 shows that VMT could increase by 13 to 35 percent, and delay could also increase.

The reasons for the likely gap between goals and attainment are several. They include a long history of highway investment and far smaller commitments to transit and other alternatives, leading to auto dependence and difficulty in changing directions despite public policy mandates for multimodal, environmentally friendly transportation. In addition, the institutional structure that California has established gives considerable responsibility to local government and limits the ability of regional or state agencies to effectuate a change in direction. **Unless there is faster action on ZEVs, massive new infusions of funding for transportation, and land use investments that reduce GHG emissions and improve equity, or a reprioritization of funding commitments, the state will not meet its climate goals, equity will suffer, and the state might also fall short on other, more traditional goals, such as providing reliable, efficient movement of people and goods.**

**Finding 1: We arrived at the transportation system we have today by focusing on highway construction for the 20th better part of the 20th century.**

During the 19th century, canals and railroads spurred westward expansions, and urban rail and trolley lines shaped many cities. But automobiles and trucks, with their ability to go anywhere where there were roads, quickly captured the public imagination in the first two decades of the 20th century. As mass production made automobiles affordable to many, roadway improvements began to be a priority. With federal aid starting in 1916, the states improved roads throughout the first half of the 20th century and developed engineering organizations, system plans, and design standards to assure their quality. Gas taxes and other user fees were instituted to help fund the building boom, although general revenues continued to be used as well in many states, and local streets and roads were often built and funded through property taxes and developer exactions.

During the 1950s and '60s, the federal government and the states funded and built an extensive network of highways designed for fast, safe mobility, including the Interstate Highway System. Gas taxes, motor vehicle fees, general funds, sales and property taxes, and developer exactions and impact fees provided the revenues for transportation projects. Highway trust funds were instituted to protect revenues generated by motor vehicle users from being diverted to non-highway purposes, and they provided a steady flow of funding for new facilities. California was an enthusiastic participant in the highway building boom, and in 1959, adopted a 12,241-mile freeway plan, nearly one-third the length of the entire Interstate system, and proposed a urban grid of superhighways spaced about 4 miles apart.

While motor vehicles proliferated and car driving became the norm for most trips urban freeway construction projects were not universally popular. In the 1960s, a number of cities experienced anti-freeway protests and calls for a better

balanced transportation system. The private enterprises that had built and operated transit systems had struggled financially for decades, but during the post war years, many faced collapse. Public takeovers, consolidations, and new investments ensued. Pressed by urban interests, the federal government stepped in with funding for public transit agencies, although support was at a fraction of the funding levels provided for roads.

During the same period, civil rights laws and environmental concerns began to gain traction, and expectations for community involvement in transportation decisions grew. These political and cultural changes resulted in institutional reforms, including the institution of metropolitan-wide transportation planning overseen by local elected officials and requirements for public participation. Many highway departments became transportation agencies and their responsibilities broadened to encompass multiple modes and multiple objectives: transit and rail systems as well as highways, social and environmental considerations as well as engineering and economic values.

By the 1980s, many transportation facilities built in earlier decades were showing their age. Maintenance and repair activities took on an increasingly prominent role in many state DOTs. Anti-tax movements and the sense that highway building was reaching its limits made federal and state officials slow to raise gas taxes, and when gas taxes were raised, they did not always keep up with inflation. One result was a decline in the condition of the street and highway system and directives to turn attention to maintenance and rehabilitation instead of construction.

Meanwhile, the highways built over the previous decades had helped reshape metropolitan United States, and suburban development dependent on high levels of motor vehicle ownership became the dominant land use pattern. Local control over land use operated as a conservative force, for the most part protecting single-family, owner-occupied housing and limiting densities. Exclusionary zoning resulted in higher housing prices and reinforced racial and economic segregation. Suburban housing was followed by suburbanization of jobs as well, as shopping centers and office parks located along the interstates and beltways where cheaper land was available and a workforce and customer base was nearby. The resulting sprawl development pattern was difficult and costly to serve by transit and often entailed travel distances too far to walk or bike. Traffic congestion followed, and suburban officials responded with road widenings in some areas, transit investments in others.

While it was recognized that efforts to moderate auto dependence and travel were dependent not just on transportation options but also on available land uses, local controls and public suspicions of urbanization were a barrier to the infill, higher densities, mixed uses, and compact growth that planners advocated. Still, studies illustrating the social, economic, and environmental costs of sprawl and auto dependence led to periodic efforts to change planning approaches. Pedestrian pockets, transit-oriented development, inclusive housing programs, traffic-calmed street designs, and jobs-housing balance strategies are just a few of the initiatives that have been tested from the 1970s onward.

**Finding 2: The goals for transportation have expanded significantly over time, but their implementation has been uneven.**

Over the years, goals for transportation have expanded from building networks of facilities that support economic development to include asset maintenance and management, safety and security, multimodal mobility and access, social equity, environmental protection and enhancement, climate protection, and quality of life. This has greatly increased the obligations of transportation agencies. However, institutional resistance to change and a lack of alignment of goals and funding have slowed implementation.

The need for investment in maintenance and rehabilitation was recognized from the start of the highway program but, in most cases, it was not until facilities had significantly deteriorated that action was taken. Air pollution from motor

vehicles was recognized as a public health hazard in the 1950s, and federal and state laws have set health standards for pollution levels for over 50 years, but much of California still has not attained those standards. Civil rights laws offered hope of equality, but disparate impacts have continued to this day. The threat of climate change is one where delay would likely have catastrophic consequences. California has recognized this, provided leadership, and taken action, but efforts to date are falling short of needed accomplishments. Finding ways to move from policy enunciation to policy implementation is now imperative.

A factor slowing implementation is that priorities are not fully articulated and, at times, goals seem to be in conflict—for example, directives to facilitate freight movements but also to reduce pollution exposures in the communities near ports and highways. The addition of policy directives without clear priorities can lead to decisions that overlook tradeoffs between competing modes and miss other options, as in the freight example, by switching shipments to rail and electrifying port equipment and trucks and using advanced logistics to lower traffic levels. Finding ways to harmonize goals and setting priorities for their implementation is an important but currently missing piece.

**Finding 3: The gap between the climate-friendly state vision for transportation and the investments at the state and regional levels that continue to emphasize automobility might prevent the state from meeting its climate goals and other goals as well.**

To respond to the climate change threat and to other state goals, California's state transportation plans call for a widely deployed, well-maintained transportation system that reduces climate impacts (as measured by reductions in GHG and per capita VMT), strengthens equity and public health, and increases safety while supporting economic competitiveness and preserving past investments. But there is a gap between the vision for transportation articulated in these documents and the reality that the transportation investments being made do not sufficiently achieve climate and equity goals. This gap has persisted despite the establishment of new state programs that explicitly elevate climate and equity goals in scoring criteria and project outcomes.

The CTP 2050 assumes aggressive implementation of ZEVs and connected automated vehicles, road pricing, telecommuting, transit expansion, and infill development meeting affordable housing goals—an ambitious program for change. The plan assumes technology changes and funding increases that could be hard to achieve. Even with these assumptions, however, scenario analyses done to support the development of the plan show that, with state and regional plans implemented as currently proposed, the state climate goals will be hard to attain, especially if population growth remains high.

A reason for the gap between the vision and its likely accomplishments is that funds devoted to new directions are limited. A review of legislative and regulatory mandates against articulated contemporary goals shows that many major funding programs only partially address goals, such as combatting climate change or avoiding and remedying equity problems. The state's Active Transportation Program and its transit program, important sources of funding for actions that would support climate goals, are oversubscribed. The Transformative Climate Communities, Affordable Housing and Sustainable Communities, Low Carbon Transit Operations, Transit and Intercity Rail Capacity Programs, and the Sustainable Transportation Planning Grant, five state programs with a high degree of alignment with climate and equity goals, account for only 2 percent of statewide transportation spending. Without an aggressive effort to change the funding available, strategies for mode shift seem hard to achieve.

In addition, regional and local transportation plans and funding programs appear to be frontloading highway capacity projects, many of which will increase VMT and emissions. Given the long timeline of transportation projects from planning to implementation, many transportation projects in the pipeline do not fully address goals that have only

recently come to be emphasized, such as climate protection and equity environmental concerns. The state plan assumes that regional and local plans will proceed as stated, even though they include projects that the state believes will make climate goals harder to attain. The political impetus to keep past promises and emphasize project delivery can make it difficult to reconsider projects and delete, delay, or modify them, but such projects, unmodified, could impede attainment of the broader social and environmental goals that the state is pursuing today.

Local control over land use and the key role of county sales taxes for transportation with voter-endorsed programs and projects, reduce state or MPO authority to implement the plans that they are responsible for creating. The multiplicity of policies, channels of communication, and layers of review further cloud decision-making.

The state, through CAPTI, and some of the MPOs are taking steps to incentivize projects that meet state goals and create best practice examples. Monitoring the performance of these policies and guidelines will be important in determining their efficacy and sufficiency.

**Finding 4: The institutional structure for designing and delivering transportation is highly decentralized, with responsibilities dispersed across many organizations at different levels of government. In California, the institutional structure is more decentralized than most. One result is a highly complex process for transportation decision-making.**

Over the years, many transportation organizations and their staff have been slow to fully respond to changes in technology, policy, and community values, clinging to preferences for building projects over managing systems, and treating community and environmental mandates as constraints or secondary issues rather than as causes for new approaches. One result has been for legislators to limit state DOTs' authorities, mandating shared decision-making with regional and local agencies and, in some cases, assigning oversight to other organizations, as is the case for transportation-air quality programs.

To a greater extent than in other states, the assignments of responsibility for planning and delivering transportation projects in California are dispersed among many actors (CalSTA, CTC, Caltrans HQ, Caltrans districts, MPOs, RTPAs, county transportation commissions, counties, cities, transit agencies, and other special districts and authorities). The State DOT, Caltrans, prepares a state transportation plan and programs interregional projects, but notes that it fills the gaps between the regional plans and does not mandate policy changes or specific actions at the regional level.

Caltrans reports to CalSTA, a cabinet-level transportation agency, but also responds to the California Transportation Commission, which develops funding estimates and approves programming. The CTC has responsibility for preparing funding estimates and program guidelines, but the Legislature has limited the CTC's authority to modify Regional Transportation Improvement Programs. As part of a recent gas tax increase devised by the Legislature and approved by voters, the state has established a separate audit function. Together with Caltrans' highly decentralized organization, where many decisions are devolved to the district office, it can be very difficult to steer investments in a different direction and even more difficult to change transportation agencies' culture—their views of what needs to be done. Indeed, it can be difficult to identify who is responsible for the transportation program or its various aspects.

California's decentralized structure provides many opportunities for public engagement and context-specific responses in a state that is diverse socially and geographically. It provides checks and balances against overreach and protections against misuse of funds. However, it also creates a lack of clarity on ultimate responsibility for achieving statewide goals and leads to multiple communication channels and "noise," which can impede the implementation of new policies and practices.

Shared funding and approvals by federal, state, regional, and local actors are typically needed to bring projects through to fruition. Accomplishing this requires a high degree of collaboration and collective action among stakeholders at different levels of government. Collaboration and collective action are also needed for the attainment of state and regional transportation policy goals, but the policy directives and incentives for state agency-led or regional agency-led action are only partly in place.

**Finding 5: While the CTP 2050 sets an aspirational vision for transportation in California, its impact on investment decisions is modest because its assumptions are unconstrained and its scope is limited.**

The CTP 2050 sets an aspirational vision for transportation in California, offers direction to Caltrans, and offers inspiration and encouragement to other transportation agencies in the state. However, the plan does not have a major impact on investment decisions, for three reasons.

First, because the plan is unconstrained financially and its goals are broad, it does not specify how projects will be prioritized, nor does it explicitly discuss tradeoffs. At the present time, when the financial element is in draft form and the implementation element is not yet released, the plan does not offer clear direction as to how to invest the funds that actually are available. The Climate Action Plan for Transportation Investments (CAPTI) partially addresses this concern with respect to discretionary state investments and climate considerations, but it does not resolve the issues for other state plans and goals.

Second, because the plan spans 30 years and anticipates transformational changes during that time, it necessarily contains substantial uncertainty. However, because the plan assumes that ZEVs, connected automated vehicles, increases in auto operating costs, and telecommuting can solve many transportation system's safety, emissions, climate impact, and congestion problems, it leaves most of the responsibility for solving these problems to other agencies (especially CARB), the private sector (trucking companies, railroads, shippers, businesses), and consumer choices (households, businesses).

Third, the plan states that its intent is to fill gaps after the regional plans (produced by MPOs) are implemented and not to mandate changes to those plans, thus relying on the state's many RTPs to establish much of the direction for the next 30 years. State policy is to assume that the county and regional projects will proceed as planned and programmed. Thus, much of the responsibility for goal attainment depends on what the regional plans can accomplish. However, while MPO plans are supposed to be fiscally constrained, they too make numerous assumptions about technology, expanded transit services and bike and pedestrian infrastructure, road pricing, mobility innovations, and smart growth policies, which will be difficult to achieve absent additional funds, grants of authority, and collaboration with state agencies. In addition, as the plan itself notes, continued capacity increases being programmed at the local and regional levels are likely to increase VMT and emissions and spread out development, and it does not appear that these increases have been fully mitigated with countervailing investments elsewhere in the system.

By not specifically tackling the thorny issue of what can be done with existing funding, the plan leaves itself open to criticism that it doesn't offer meaningful direction. As a result, other agencies reported to us that they do not see the CTP as direction for their plans and decisions.

Other state plans receive mixed reviews as to efficacy. State plans that explicitly set forth priorities for investment and other actions (even further study), such as CAPTI and the State Rail Plan, are widely seen as plans of action that point the state in the right direction. However, an issue raised by a number of those we interviewed was that the sheer number and total page length of the state's plans were a barrier to understanding them or participating substantively in their development.



**Finding 6: California MPOs have more responsibility than comparable MPOs in other states but that added responsibility has not been matched with sufficient new resources or authority, and their plans remain aspirational.**

MPOs are federally mandated regional transportation agencies and are responsible for planning and programming transportation investments. The establishment of MPOs traces back to the 1962 Federal Aid Highway Act, which called for “a continuing, comprehensive transportation planning process carried on cooperatively by States and local communities.” This 3-C process was strengthened over the next three decades by successive federal legislation and regulations assigning MPOs responsibility for planning and programming for their jurisdictions and for analyzing transportation control measures for air quality improvement and, in the 1990s, by strengthening MPO programming authority and providing them funds for congestion relief and air quality management projects. Today, MPOs establish the vision for their region in periodically updated long-range (20+ year) RTPs and coordinate the multiple projects funded by federal, state, and

California has established 18 MPOs, and the state assigns more responsibility to its MPOs than most other US states. Through SB 45, adopted in 1997, California MPOs were made responsible for programming state transportation funds allocated to the urban regions (75 percent of all these funds statewide). Additionally, since 2008, MPOs must ensure that their long-range transportation plans achieve state-mandated targets for reducing GHG emissions, under SB 375.

But California has given MPOs neither the resources nor the authority to match their widened responsibilities. They are expected to incorporate County Transportation Authority programs over which the MPOs have little say. MPOs and have been assigned responsibility for implementing Sustainable Communities Strategies, but they lack the authority to require localities to implement them. While MPOs do have some funds that can be used to incentivize local action, MPOs directly control only a small portion of the total funding represented in RTPs.

The MPOs’ plans reflect a vision for a transportation system that, coupled with land use changes, could meet climate and other state and regional goals. However, as is the case with state transportation plans, MPO plans make assumptions about large-scale policy and behavioral developments that depend on federal, state, private sector, and individual action, such as the rate of telecommuting, the implementation of road pricing, and the speed of uptake of electric vehicles. MPOs also face roadblocks in implementing their plans because a substantial portion of their funds are already committed to projects that have been planned for many years, to maintenance of existing facilities, and to voter-approved transportation spending measures. In addition, local governments’ willingness to conform to regional plans’ land use proposals has been spotty.

While the MPOs can use incentives as a way to achieve their goals and can require proposed transportation projects and project packages to meet rigorous cost-benefit and social equity analysis and ranking, most of them have concluded that stiffer GHG reduction targets for future years (for example, 2035) would be infeasible absent state policies for road and parking pricing, more funds dedicated to multimodal transport, and more “direct support” for local infill development.

**Finding 7: At the regional level, most MPOs continue to devote the bulk of their total spending toward auto investments, including capacity expansion and road operations and maintenance. The ability to redirect programs toward new goals is limited by the need to “fix it first” and respect commitments to projects in the pipeline, and the small amount of funding available for new directions.**

Expenditures programmed in Transportation Improvement Program (TIP) plans are less multimodal than expenditures planned in RTP/SCSs. A review of a sample of programming documents shows that most MPO plans allocate more funds

toward roadways, especially maintenance, rehabilitation, and operations than toward transit or active transportation. This is due to the pressures (from federal directives as well as state policies) to return the extensive highway system to a state of good repair. It also reflects a desire to keep moving forward with projects that were committed to in previous years.

The breakdown of transportation spending varies considerably across MPOs. For example, Central Valley and northern MPOs are more likely to direct funds to roadways than coastal MPOs, and the “big four” MPOs allocate higher funding shares to transit than other MPOs, on average. However, the sampled MPOs’ transportation improvement programs showed that significant funding is still going to highway capacity expansion, and these projects are being frontloaded in the MPOs’ spending programs.

**Finding 8: Local option, voter-approved sales taxes and have become a major source of funding for transportation in California, reducing the ability of state and regional agencies to steer investments and outcomes.**

The shift to local funding of transportation projects has meant that state and regional agencies have less say about which projects and programs are funded. The shift has been dramatic. The Interstate Highway program was funded with the federal government picking up 90 percent of the tab, and for many decades, federal funds covered 50–80 percent of the costs of most other federally assisted transportation projects. However, high levels of inflation during the 1970s eroded the buying power of cents-per-gallon fuel taxes. At the same time, concerns about energy supply and price led to motor vehicle fuel efficiency standards, and revenues per mile driven began to decline. With highway building winding down and anti-tax sentiments on the rise, interest in paying for increasingly costly transportation facilities was on the wane. Many states raised their gas taxes, including California, but not by enough to make up for higher costs. Deferred maintenance became a problem.

In California, in response to Proposition 13 tax cuts and shrinking state funding for transportation, localities, especially counties, started putting local option sales tax measures (LOSTs) on the ballot. With LOSTs, voters can choose to tax themselves for specific programs and projects at a specified rate for a specified period. Local option sales taxes agreed to by voters and implemented at the county level (and later, in some regions) became a major funding source for California transportation projects.

Though they have voter appeal, LOSTs are not necessarily the most efficient or most effective funding solution. While both fuel taxes and sales taxes are regressive, higher fuel taxes encourage the adoption of more fuel-efficient (or electric) vehicles or the use of alternative modes, whereas general sales taxes affect travel behavior only through their (generally modest) effect on income. In addition, because LOST-funded programs can cover decades and do not necessarily comport with state priorities, LOSTs’ popularity, pervasiveness, and sheer size means that they can have outsized and sometimes contrarian effects on transportation outcomes in the state.

Because California policy is for regional agencies to incorporate county transportation plans into their TIPs and for state agencies to similarly incorporate regional TIPs into the state transportation improvement program, LOSTs are an important element in the state’s transportation spending. Concern about keeping past promises in transportation programs is not limited to LOSTs, but their voter approval can make officials especially reluctant to depart from what was proposed in a LOST expenditure plan. However, given the long timeline from planning to implementation, many transportation projects in the pipeline reflect priorities from earlier years and do not include elements that reflect the full set of California’s current goals and priorities, especially VMT and GHG mitigation. Under status quo priority assignment, road projects that increase VMT and emissions will continue to be implemented.



**Finding 9: Existing funding programs have the flexibility to adjust spending to meet changed policy priorities, although this can be politically difficult.**

CAPTI is an example of the state prioritizing its discretionary funding to meet state climate goals. The programming process of the Metropolitan Transportation Commission (the Bay Area’s MPO) is an example of prioritizing discretionary funding at the regional level to support the implementation of its Sustainable Communities Strategy and improve transportation equity. Both examples illustrate the feasibility of using existing authorities and funding programs to prioritize state and regional goals. SB 743, which prioritized VMT as an impact of concern over delay, is an example of state law that changes evaluation priorities.

From a legal perspective, there are several pathways to modify decision criteria and reprioritize investments to give more attention to current policy imperatives. At the project level, changes are clearly easier to implement if the project is new and has not yet been fully fleshed out. However, changes also can be made to projects that have been moving forward for many years. Legacy projects could be paired with other projects so that the combined net effect is positive. Alternatively, the project design or scope could be modified. In some cases, an effective strategy might be for a project to be delayed until a time when its impacts are less critical, as might be the case with VMT-increasing projects after ZEVs are in widespread use.

It is recognized that changing investment plans poses special challenges and complexities. Depending on the specific project changes being sought, amendments to regional plans and programs might be needed. Some types of project changes would trigger additional environmental reviews. Taking these steps can be politically difficult but could also advance important policy goals.

**Finding 10: California has the capacity to accomplish its goals.**

While the challenges might seem daunting, California has the resources and the will to achieve its ambitious goals and lead by example. The state has a track record of accomplishment. California has on-the-ground, successful examples to show that it has led the way in designing and funding new transit systems and intercity rail services, led research and development on automation and other advanced technologies, mandated clean fuels and vehicles, invented better operations strategies, made effective use of demand management measures, and coordinated transportation and land use planning. The state is working hard to address its housing shortages and the high costs of housing, and it continues to be a major locus of innovation and creativity. It has met its first targets for GHG reduction and has developed tools to enable more difficult goals to be met. A resolve to carry policies through to implementation will clear the path to success.

## 7. Recommendations

Like the findings, the recommendations presented here cut across the white papers produced for this project. The recommendations are intended for further consideration and refinement with stakeholders. Implementation could proceed in a variety of ways: by agencies working together to resolve problems and overcome barriers, by the Governor issuing executive orders, or by the Legislature revising existing law or developing new legislation.

Our overarching recommendation is to take action to review and align the state’s goals, taking steps to resolve conflicts, and then to review the state funding programs to bring them into alignment with policies and needed actions. To get all

agencies—state, regional, and local—on the same page regarding implementation of the state goals, we further recommend a review of the institutional relationships and assignments of responsibility and authority across all levels of government in California to make sure that the resources, mandates, and incentives are in place to ensure success. The recommendations outline steps to take to accomplish this.

**Recommendation 1: Review and align state goals.**

State agencies have been directed to establish and maintain a high-quality, resilient, multimodal transportation system that provides mobility and accessibility for all users and to see that the transportation system is safe and secure, meets GHG emission reduction targets, eliminates burdens for disadvantaged groups, supports economic development, protects the environment, and enhances public health and vibrant communities. These goals are listed in the CTP 2050. They are also established in legislation and executive orders and have been expressed in regulations and guidance documents. However, the language varies and so does the emphasis given to different goals. Some goals are more specific than others, and some include specific performance deadlines. Various laws and programs list some of the goals but not others.

While there is general agreement that all the goals are relevant, there appears to be less agreement on how to handle situations where proposed actions advance one goal but are in apparent conflict with others. This has been identified, for example, when a project that improves mobility also increases emissions. One reading is that legislative and executive directives have prioritized tackling climate change and environmental justice issues. But others interpret the goals as not having any particular priority or view priorities as applying in limited ways (for example, applying to plans but not to specific projects, or applying to the agencies directed to implement particular policies but not to other agencies, or applying only prospectively and not requiring changes in previous decisions). Some stakeholders interpret the law as prioritizing goals in proportion to budget levels.

Several strategies are available for clarifying policy and better aligning state goals. This could be done by the stakeholder agencies getting together and agreeing on priorities and conflict resolution processes, by the Governor issuing direction to the state agencies by means of an executive order, by a stakeholder process coordinated by an independent advisory committee, or by the Legislature clarifying intent through additional legislation or revisions to existing law. The outcome could take several directions: flagging some goals as higher priority than others, identifying goals to be achieved in the short run and others over a longer time period, requiring that overall plans and programs meet all goals and performance targets in each planning or programming period, even if particular projects do not do so (requiring compensatory action to make up for noncompliant projects), or identifying strategies for harmonizing the goals, such as by focusing on measures that can achieve multiple goals without setting any back.

**Recommendation 2: Identify current policies, programs, and projects that could conflict with priority goals, and seek ways to resolve conflicts and harmonize policies and actions.**

Just as goals deserve review, so do current policies, proposals, and actions, some of which might be undermining goal attainment. Current debates over added capacity and its ability to reduce congestion or induce travel are emblematic of what happens when potential conflicts in policy are not explicitly acknowledged and dealt with. Reviewing policies and practices to identify conflicts and impediments and removing them is a global best practice and should be instituted in California.

Today, climate change has reached the point where, without substantial intervention in the next two decades, severe damage will be unavoidable. In addition, past harms and continuing inequities in transportation and urban development

practices are finally being recognized, demanding change. To meet these obligations for action, it is necessary to focus expenditures on climate and equity to a greater extent than has happened to date. Policies that work counter to these objectives should be reconsidered. Programs that raise concerns about policy conflicts could be redesigned, and problem projects could be mitigated, restructured, delayed, or discontinued.

A particular issue that could be discussed is how to deal with projects that were initiated before contemporary goals, such as climate protection or environmental justice. Implementation processes for large capital projects often take a decade, or even several, from their initial proposal through planning and design to reach readiness for construction. As a result, some projects currently being considered for implementation were conceived before planning goals, such as GHG reduction or protection of disadvantaged communities, had risen to prominence. Older projects might also have been proposed before the availability of new designs and technologies that offer alternative solutions or cost-effective mitigation options.

Unless explicitly directed otherwise, many transportation agencies continue to pursue implementation of older projects; project sponsors and other supporters become committed to seeing the projects through to fruition, and agency staff come to see the projects as obligations. The projects might be intended to improve traffic flow, reduce travel times, or increase safety—all important goals. Yet these projects also could induce travel, which in turn could reduce the anticipated benefits and undermine the achievement of other urgently important goals. A review of projects in the pipeline could determine whether they will still be effective in delivering long-term benefits and whether alternative approaches could achieve the desired results at lower economic, social, or environmental cost. Such a review could also involve identifying best practices for goal achievement and avoidance or mitigation of adverse effects. Possible approaches include preparing integrated packages of measures programmed together rather than individual projects as a way to achieve multiple objectives, identifying actions that achieve multiple objectives without detracting from others, and new ways of addressing impacts of concern, such as mitigation banks.

Finding a balance between keeping past promises and advancing current objectives could be complex but might also be the only way to successfully address today's pressing goals in a timely fashion while equitably addressing longstanding problems

**Recommendation 3: Review and revise transportation funding programs in light of California policy goals and the newly increased federal support for transportation.**

While flagging policy conflicts is a valuable first step, a more comprehensive reevaluation of program funding levels and eligibility criteria in light of state goals is in order. To implement the GHG reductions envisioned, policy is needed that will redirect California's core transportation funding, including the STIP, SHOPP, and local and regional funds, away from auto-capacity projects and toward investments that reduce auto dependence, such as transit and active transportation.

The new federal infrastructure bill includes billions of dollars of transportation funding for California. Federal infrastructure funds will substantially increase California's ability to repair, maintain, and improve its transportation systems, and early policy guidance from the Federal Highway Administration and the Federal Transit Administration is well aligned with the state's goals. Thus, the state has a major opportunity to deliver better transportation at a faster pace and accelerate goal achievement.

In this context, the state should consider how to best utilize the new federal funds as well as its own transportation funds to maximize benefits. Recent studies show that the federal bill can advance new policies or simply continue business as usual, depending on the decisions that the states and US DOT make on projects. The CTP 2050 showed that

goal attainment is best achieved through a balance of investments coordinated with land use plans and including “stretch” programs for ZEVs, greatly expanded transit and nonmotorized travel options, and road pricing. Directing expenditures of federal dollars to meet state goals could accelerate their attainment and also could free up state and local funds, allowing greater spending on much-needed projects that improve environmental performance and social justice. Accomplishing this could require administrative moves within the existing legislative framework as well as moves that would require additional legislation.

As part of this effort, the state should consider increases in funding for its small, innovative programs. California has created a number of programs that improve equity and address pressing community needs, implement progressive projects in priority development areas, and test new ideas in transportation and housing. However, competition for funding from these programs is heavy, indicating that interest and need exceed currently available funding levels. An increase in funding would be beneficial.

Still, upping the funding for the state’s small “AB 285” programs should not be mistaken as a fix for current funding issues. Even increases that expand these programs’ funding multifold won’t solve the problem if the state’s biggest programs remain unaligned with state goals.

A simple way to improve the performance of the small funding programs would be to simplify their requirements. As a first step, the state should consider a one-stop application process for these programs. At present, each program has different applicant qualifications, criteria for evaluation, and deadlines. This increases administration costs and, for those with limited resources, can be a barrier to applying. A one-stop process for application submittal and review could reduce costs for all and increase access to these programs. Review processes could be collaborative, with multiple agencies participating or seconding staff to an organization that would organize the review process and handle administration.

**Recommendation 4: Review and update the roles of transportation organizations at the state, regional, and local levels.**

Institutions (legal frameworks, organizations, practices) reflect the issues and opportunities extant at the time of their establishment. For example, building safe, efficient transportation systems and supporting economic development have been basic objectives of transportation institutions for centuries. Over the past 50 years, objectives have broadened, and transportation agencies are expected to incorporate environmental values and social equity into their basic practices. Today, transportation agencies are increasingly expected to take on additional responsibilities, planning together with communities, the private sector, and officials from all levels of government to deliver investments that support a vibrant economy and a high quality of life for all. A review of the roles of transportation organizations might identify a need to update missions, organizational structure, staffing plans, and more to effectively meet current expectations.

California’s complex, decentralized current institutional arrangements make it difficult to understand who is responsible for action and what levers are available to accomplish goals. This in turn makes it hard to hold any particular agency responsible for goal achievement. A review of transportation institutions and the assignments of responsibility, authority, and resources available to them could lead to identifying reforms that would produce improvements in transparency and efficacy. At the state level, this review would involve examining and possibly revising CalSTA, Caltrans, and CTC roles and responsibilities for establishing the state transportation vision and for implementation actions, including the selection of projects to make that vision a reality. The review could also extend to other state agencies that set policies and deliver projects and programs that affect transportation, including CARB, OPR, and the SGC.

Because regional plans are major inputs to state plans, a review of the state-regional relationship would also be in order. The review could examine the consistency of regional plans with state policy goals and the effects of assignments of responsibility and criteria for planning and project selection and prioritization. The results could include recommendations for changes to organizational responsibilities and authority to act as well as recommendations on funding and staffing for the agencies to make sure that they are adequately equipped to carry out the assignments they are given and deliver as expected.

At the regional level, MPO geographic scope, cross-border relations, board composition, voting rules, assignments of responsibility, and financial capacity could also be reviewed, with the aim of assuring that the MPOs have the organizational structure, legal authority, political support, and resources they need to effectively accomplish what is expected of them. This review would take into consideration the role of key inputs to regional plans and programs, including city and county land use and transportation plans and county transportation programs.

A forum on the role of MPOs could involve exploring opportunities to provide them with additional authority to make decisions about the transportation plans and programs within their jurisdictions, for example, to require local plan and program consistency with the SGSs as a condition of matching funds, or could identify ways to incentivize greater cooperation across the region and with state agencies on critical issues, such as freight corridors, interregional passenger connections, transit pricing and funding, housing and labor markets, and the resulting jobs-housing balance and affordability. The MPO discussion could also cover evaluation methods and performance measurement and reporting, matters that could improve both the agencies' own ability to assess outcomes and the ability of state agencies to put it all together into a statewide assessment of performance.

Reviews could extend to local transportation planning and expenditure issues. Such reviews could include the role of city and county plans and expenditure programs and their performance with respect to state goals. Other possible topics for discussion are local funding needs, for example, for active transportation, complete streets, and transit and paratransit operations, economic development strategies for improving jobs-housing balance, and reducing traffic problems. Local agencies and stakeholders are also likely to have recommendations on transportation-related social equity problems within their jurisdictions, and their identification of needed actions could help state agencies turn statements acknowledging the need for environmental justice into action plans.

**Recommendation 5: Give MPOs additional authority to accomplish the goals that California expects of them.**

California MPOs are expected, through their Sustainable Communities Strategies, to find ways to reduce VMT and to enable housing construction in sufficient quantities to meet the needs of the population and the economy. Yet they lack authority over the local transportation and land use plans that largely shape regional development patterns and the travel that stems from them.

California planning institutions have been designed to give localities considerable control over transportation and land use decisions. This approach can be responsive to local context and can provide meaningful opportunities for public engagement. The drawbacks are that many important planning considerations, from labor sheds to commuting patterns, cover more ground than the locality. Another drawback is that the local perspective is sometimes parochial. MPOs cover economic regions and are governed by a representative board of local officials. They engage with stakeholders from a variety of communities and businesses and cooperate with state and federal officials. Since the passage of SB 375, they have gained experience in negotiating coordinated transportation, land use, and environmental policies and strategies. This positioning should enable them to balance purely local interests with broader interests of the region, state, and beyond and to offer leadership on multimodal, integrated urban and regional planning.

In this context, MPOs should be given additional authority to approve transportation plans and programs within their region, ranging from policies on transportation pricing to local and regional street design standards. In addition, county and local plans should be required to be consistent with regional plans to be eligible for matching funds from state and regional sources. Some MPOs are already moving in this direction in their use of discretionary funds and programming authority; others should be encouraged and enabled to do so. Consideration should also be given to exploring opportunities to increase the funding available to the MPOs, either by shifting funds within current programs or by increasing funding of MPO programs that help the state meet multiple goals.

**Recommendation 6: Redesign California’s transportation plans to increase their impact.**

While the CTP 2050 addresses many goals and sets forth an aspirational vision for the state’s transportation system, its impact is reduced by its lack of detail on implementation, including who would need to take action and what authority and funding levels would be required. As a fiscally unconstrained exploration of transportation possibilities, it offers a view of a possible future, but does not show the way to get there. There are literally thousands of pages of additional state plans, including six modal plans and plans that address concerns such as traffic safety, but they provide only partial clarification on policies, priorities, and planned investments. Their timing and content is disjointed. Also, the state plan directly shapes only a portion of investments, because many key decisions rest with local and regional authorities.

The CTP’s impact would be improved if, in addition to an aspirational, unconstrained vision, it included an alternative that showed what it could expect to accomplish with current authority and funding. Comparing a “constrained” scenario to the unconstrained vision would allow decision-makers to gauge which changes might be desirable. In addition, describing who was expected to take action, when, and with which resources would allow plan efficacy to be tracked and evaluated. Rethinking how to better “nest” the modal plans with the CTP and develop them in logical sequence could lead to shorter, more usable documents and clearer linkages among them.

In the context of investigating alternative planning strategies, it would also be useful to consider whether the current policy of assuming that the regional plans are “givens” makes sense, and whether regional and local project proposals should have to comply with state goals to be consistent with state and regional plans and included in state and regional funding programs.

**Recommendation 7: Institute and independently evaluate demonstration programs and projects that can serve as test beds for innovations that would advance state goals and, when successful, can help establish best practices for contemporary goals.**

Monitoring, evaluation, and revisions as needed are important for all programs and projects but are especially needed for those that are trying out new ideas. Innovations are occurring in many parts of the California transportation system and also in land use planning and projects. Considerable learning can occur by evaluating the effects of such innovations. Self-evaluation is useful to some extent, but it can also be limited by fear of admitting shortcomings. Instituting programs for independent monitoring and reporting on demonstration projects is a proven technique for speeding social learning and should be instituted more systematically in California.

## 8. Additional Recommendations on Plans, Funding, and Legal Issues

The white papers contain additional recommendations that add detail to the previous general recommendations. These additional recommendations are summarized here. The white papers provide additional discussion.

### State Transportation Plans

- 1) Streamline the state transportation plans and the modal plans to make them more digestible and easier to review. Present background information in abbreviated form, use the same background information for all plans, and focus on policies and actions.
- 2) Require the CTP to evaluate an alternative that could be implemented under existing authority and funding levels as well as an unconstrained plan that is aspirational.
- 3) In each plan, summarize the major actions and proposals being made by the sponsor as well as the major actions and proposal being made by other agencies on which the state plan is relying. This should include planned actions by the MPOs and other relevant transportation organizations, such as railroads and port authorities, as well as anticipated funding and other actions from federal transportation agencies.
- 4) Incorporate a financial element in each plan (including the CTP) rather than in a separate document. Document the amount of money spent in the last planning period on each mode and the amounts estimated to be available over the next planning period, being explicit about uncertainties and identifying which funds are flexible. (This approach requires a consistent project classification and reporting system.) Identify the accounts of the funds and who has final decision authority over their expenditure.
- 5) Track accomplishments and flag problems. Require each plan to evaluate the progress made toward goal attainment under the previous plan, document what has changed since the last plan in terms of policy direction and priority, and set objectives for goal attainment for future years (requires criteria). Identify which organizations are responsible for implementing each policy in the plan.
- 6) Incorporate an implementation element in each plan. Identify the lead agency, partnerships, funding, and other resources necessary to implement planned actions. Include a timeline for action.
- 7) Develop a modal plan for streets and highways that provides guidance and direction on how California will balance fix-it-first, environmental quality, and equity issues. (Streets and highways are the only mode over which state agencies have considerable authority but which does not have a formal modal plan, although there are many documents dealing with operation and maintenance, safety, and so on that present details on highway investments.)
- 8) Add a section to the CTP that explicitly discusses how the modal plans will work together to produce an integrated multimodal system. Discuss steps to be taken to assure that California's investments will result in cost-effective, convenient transportation options that meet state goals and make effective use of federal, state, and private investments in transportation.
- 9) Add a section to the CTP that explicitly discusses the assumptions being made about new technologies, assesses the uncertainty and risk associated with those assumptions, and discusses contingency plans should the assumptions not pan out.
- 10) Require requests for matching funds over which state agencies have discretion to show compliance (conformity) with state policies.



## MPO Plans

- 1) Improve data reporting by mandating that MPOs use the same classifications for funding allocations, such as for categorizing projects by mode (roadways vs. transit vs. active transport) and by purpose (new facilities vs. M&O and rehab). This facilitates comparing funding allocations across MPOs.
- 2) Provide stronger mandates and incentives for local performance in response to SB 375, and link receipt of state- and MPO-directed funds for transportation, housing, and associated planning efforts to local SB 375–supportive actions, such as upzoning, parking deregulation, and RHNA and RTP/SCS conformity.
- 3) Align state transportation funding with goals for reducing GHGs and VMT and improving access and mobility for disadvantaged communities by prioritizing and spending state transportation dollars for projects that are demonstrated to reduce GHGs and VMT and advance equity.
- 4) Improve performance tracking for RTP/SCS progress, with consequences for getting off track. Do more than just monitor regional development indicators, such as VMT, mode choice, and housing density and type, and instead identify and regularly monitor interim RTP/SCS performance progress along the plan trajectory, and impose consequences for getting off track, similar to air quality conformity requirements, for which control measures are imposed when needed.
- 5) Require MPOs to monitor SCS compliance and to publicly identify localities whose land use policies do not conform to SCS performance goals, such as increased density and parking deregulation.

## Funding

- 1) Align funding with program goals so that programs that advance high-priority state goals receive more funding.
- 2) Revise program evaluation criteria to introduce more flexibility so that the overly restrictive, burdensome, or narrow criteria are not precluding worthy projects from pursuing funding that would advance progress on the state’s climate goals.
- 3) Investigate the possibility of a staffed clearinghouse to assist interested applicants to identify and match to appropriate funding sources so that small projects and smaller agencies are better able to pursue projects.
- 4) Increase funding and improve allotments for disadvantaged communities, including reserving a percentage of program funds specifically for disadvantaged communities, as the Greenhouse Gas Reductions Fund currently does.
- 5) Increase the involvement of, and funding through, MPOs to leverage their institutional knowledge of state goals as reflected in their development of SCSs, enabling more regional and strategic coordination of transportation funding than is attained through LOSTs at the county level.
- 6) Pursue opportunities to steer regional Congestion Mitigation and Air Quality program investments toward meeting multiple state goals with projects such as bicycle and pedestrian facilities and programs, travel demand management, car sharing, electric vehicle infrastructure, and bike sharing.
- 7) Improve the consistency and availability of data on state and local transportation investments.
- 8) Investigate the process by which applicant agencies develop and apply for projects to better understand how program criteria and application processes shape project designs and how state funding might influence which types of climate advantageous projects are pursued and why.



## Legal Issues

- 1) Leverage existing funding flexibility in updates to state-level program guidance to prioritize projects that reduce VMT, reduce or avoid GHG emissions, and improve social equity.
- 2) Build flexibility into the language of newly created funding programs, but not so much flexibility that the program loses its ability to target a particular need or goal.
- 3) Direct state discretionary funding to MPOs and local entities for equity projects and projects that reduce VMT and GHG emissions.
- 4) Condition new funding programs on regional and local transportation agencies affirmatively meeting state goals and using metrics to select projects for funding based on VMT- and GHG-reduction performance, among other factors.

*Date: February 24, 2022*

**Subject:** California Transportation Assessment (AB 285 Report)  
**Reporting Period:** November 2021 – February 2022  
**Staff Lead:** Egon Terplan, Senior Advisor for Economic Development & Transportation

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## Summary

The California Strategic Growth Council (SGC) has been directed by the Legislature to assess transportation planning and funding in California pursuant to AB 285 (Friedman, Chapter 605, Statutes of 2019) and delivered its findings in 2022.

## Background

California has adopted ambitious goals to reduce greenhouse gas (GHG) emissions, and meeting these commitments requires reductions in per capita vehicles miles traveled (VMT) as well as cleaner fuels and vehicles. Actions taken to reduce GHG and VMT must also support other State priorities, including those outlined in California Transportation Plan: safety, climate, equity, accessibility, quality of life and public health, economy, environment, and infrastructure.

Despite the establishment of specific commitments and targets in state and regional plans, California and its regions are not on track to meet their climate targets. Additionally, historically disadvantaged communities, including low-income communities and communities of color, face significant transportation burdens and have insufficient access to reliable and affordable transportation options. The combination of State and regional transportation planning and spending decisions result in a transportation system that fails to meet everyone’s needs. This report will explore the gaps and alignments between the visions put forth in State and regional plans and the transportation projects that we collectively build, maintain, and operate.

A team of researchers from the University of California Institute of Transportation Studies (UC ITS) produced five working papers assessing which aspects of our transportation planning and funding systems move us towards and away from achieving our shared goals. The five papers focus on institutional structure, State plans, regional plans, funding programs, and legal issues.

## ***Stakeholder Engagement Process***

The project and research team shared the draft report findings for the first time at the November 16, 2021 SGC meeting and delivered a report to the State Legislature in early 2022. SGC has coordinated and will continue to work across key State agencies and engage with external stakeholders throughout the process.

For members of the public who would like to submit comments on the California Transportation Assessment: please join the February 24 Council meeting and/or email your comments to [transportation@sgc.ca.gov](mailto:transportation@sgc.ca.gov). Comments will inform SGC’s next steps.



## ***Upcoming Engagement and Efforts in 2022***

The findings and recommendations in the legislative report generated significant discussion among advocates, academics, external stakeholders, and agency partners. SGC will be conducting engagement with key stakeholders to allow for more assessment and discussion on strategies to address the recommendations and challenges identified in the report.

If you would like to submit a letter on the report's findings, please email them to [transportation@sgc.ca.gov](mailto:transportation@sgc.ca.gov).

## **Discussion Questions**

What kinds of improvements to our transportation system will help support your agency/ organization's priorities?

Which recommendations from the UC ITS final summary report do you think should be advanced or further explored?

What additional questions and needs does this report raise and how can SGC best address them?

## **Attachments:**

Attachment A: SGC Foreword and UC ITS Summary Report



# The California Transportation Assessment

## An Analysis of Transportation Planning and Funding Pursuant to AB 285

Presentation of Summary Report and Next Steps to SGC  
February 24, 2022



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Transportation is not an end in itself – it is one way we support individual and collective goals.



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10-10-2021  
ANY TIME  
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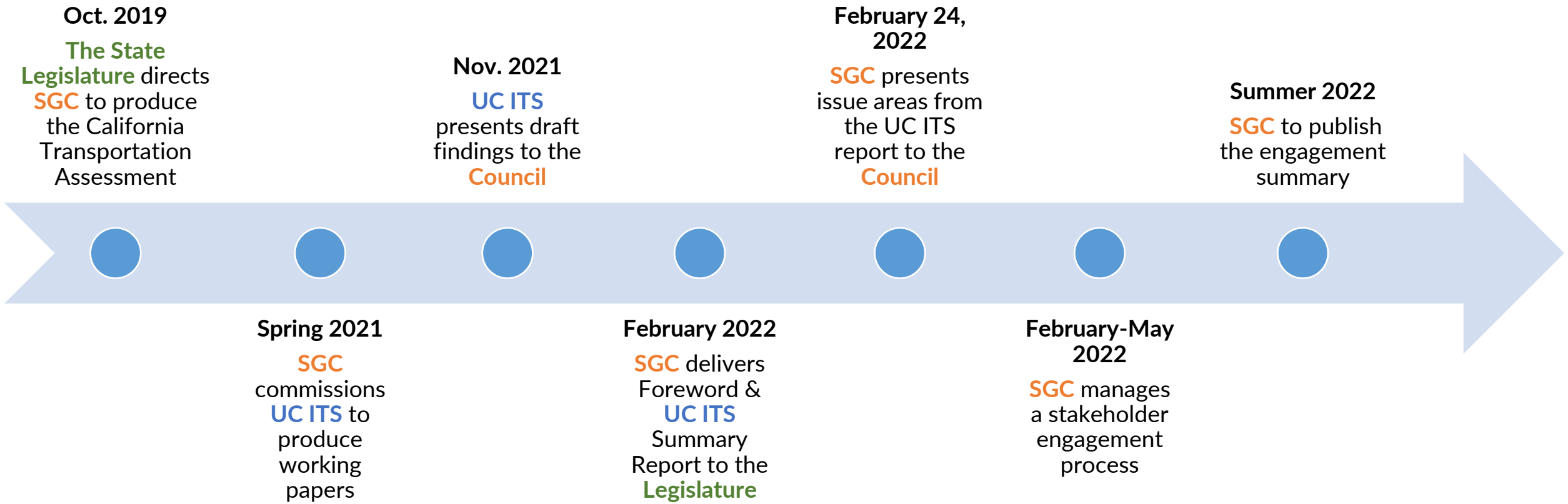
# Reminder: What is the California Transportation Assessment required by AB 285 (Friedman, Chapter 605, Statutes of 2019)?

SGC is required to produce a one-time report to the Legislature containing:

- Overview of the California Transportation Plan (CTP)
- Overview of all Sustainable Communities Strategies (SCSs)
- Assessment of how implementation of the CTP and SCSs will influence the configuration of the **statewide integrated multimodal transportation system**.
- A review of the potential **impacts and opportunities for coordination** of several State funding programs\*
- Recommendations for the improvement of these programs or **other relevant transportation funding programs** to better align the programs to meet **long-term common goals**, including the goals outlined in the California Transportation Plan.

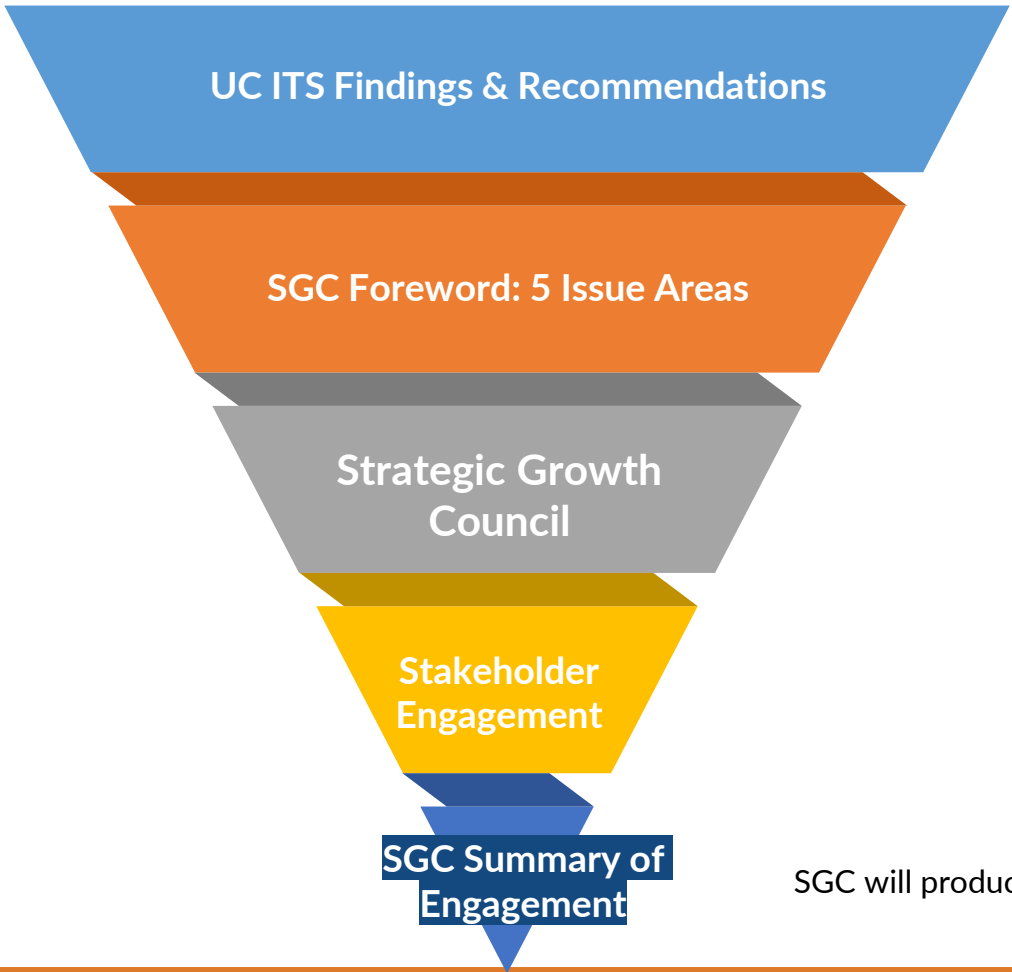
\*Programs named: The Affordable Housing and Sustainable Communities Program, the Transit and Intercity Rail Capital Program, the Low Carbon Transit Operations Program, the Transformative Climate Communities Program, and the Sustainable Transportation Planning Grant Program

# AB 285 Timeline



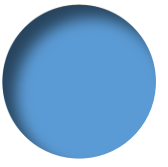
# CA Transportation Assessment (AB 285) Process

From research to stakeholder engagement to recommendations



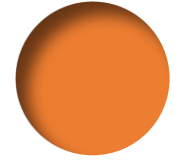
### UC ITS

UC ITS produced 5 working papers assessing our transportation funding & systems and produced a summary of their findings & dozens of recommendations.



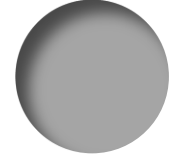
### SGC Foreword

The SGC Foreword highlighted 5 issue areas: Program Goals, Plan Alignment, Project Pipeline, Transportation Institutions, and MPOs/Local Government



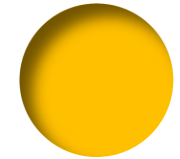
### The Strategic Growth Council

The Strategic Growth Council will discuss the report's recommendations and provide prioritization to shape stakeholder engagement.



### Stakeholder Engagement

SGC will manage a stakeholder process to gather feedback and refine recommendations.



### SGC Summary of Engagement

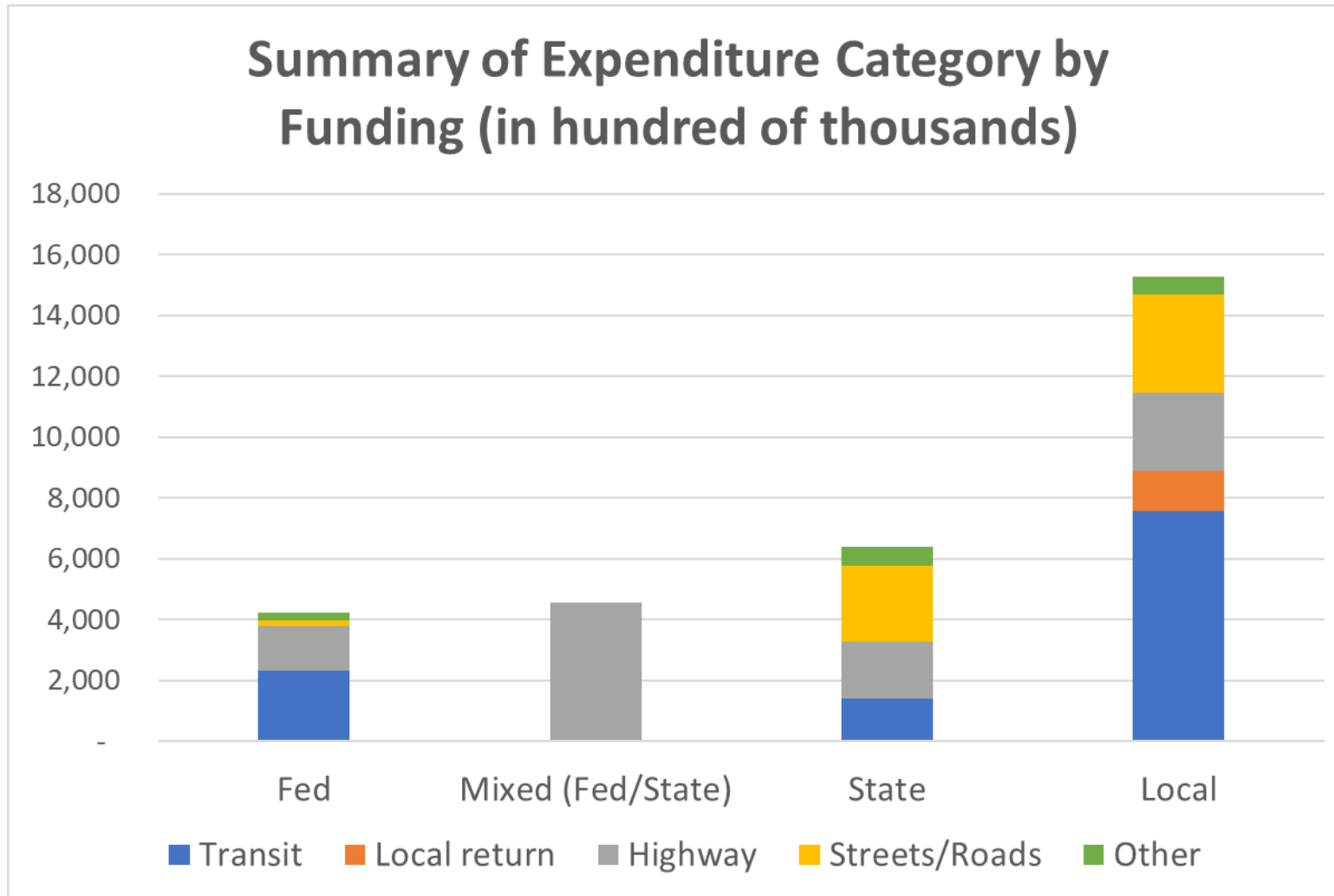
SGC will produce a summary from our overall Council and stakeholder engagement process.





# Changing outcomes in transportation requires action and partnership across all levels of government.

Item 5-5-B.



- Out of ~\$30 billion in transportation, half of expenditures are from local/regional sources.
- The State of CA plays a more significant role in road and highway spending than in transit.
- Transportation investments are also critical to State Agencies meeting their respective goals.

**What are 5 issue areas where SGC wishes to partner with stakeholders to develop recommendations?**



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# Issue 1. Aligning existing funding programs with State goals.

Item 5-5-B.

There is a gap between the vision for a more climate friendly and equitable transportation system and actions and infrastructure spending decisions.

The climate and equity-focused programs listed in AB 285 represent ~2% of total transportation spending.

At all levels, funding still supports new general purpose highway lanes and other projects that increase vehicle travel.



Photo by Sergio Ruiz, used by permission



# Issue 2. Updating and better aligning among existing State and regional plans.



**Safety**

Provide a safe and secure transportation system

**Climate**

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

**Equity**

Eliminate transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups

**Accessibility**

Improve multimodal mobility and access to destinations for all users

**Quality of Life & Public Health**

Enable vibrant, healthy communities

**Economy**

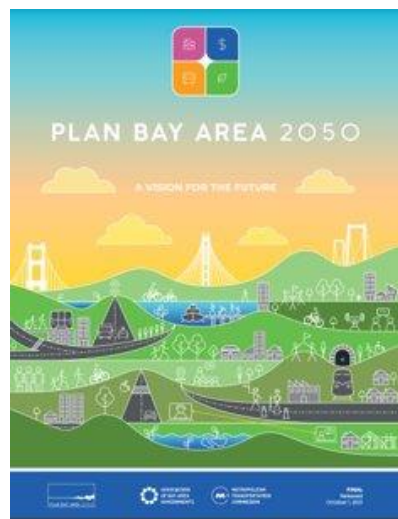
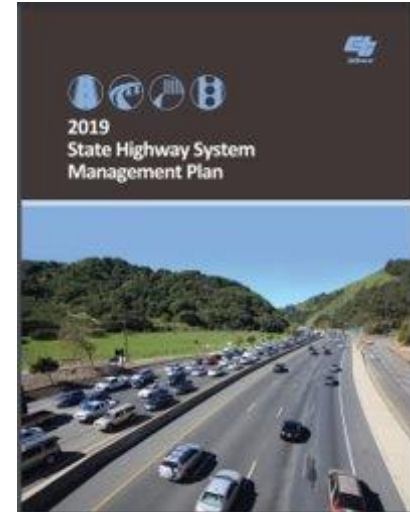
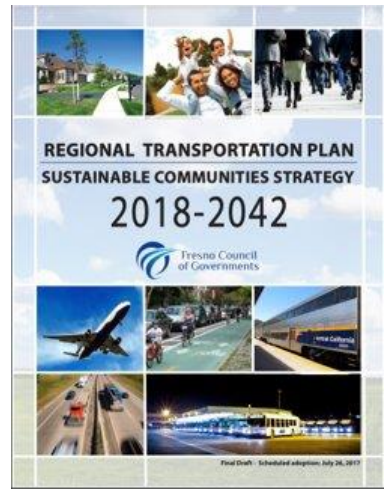
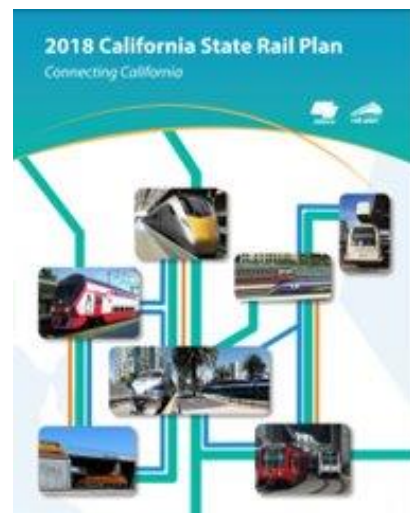
Support a vibrant, resilient economy

**Environment**

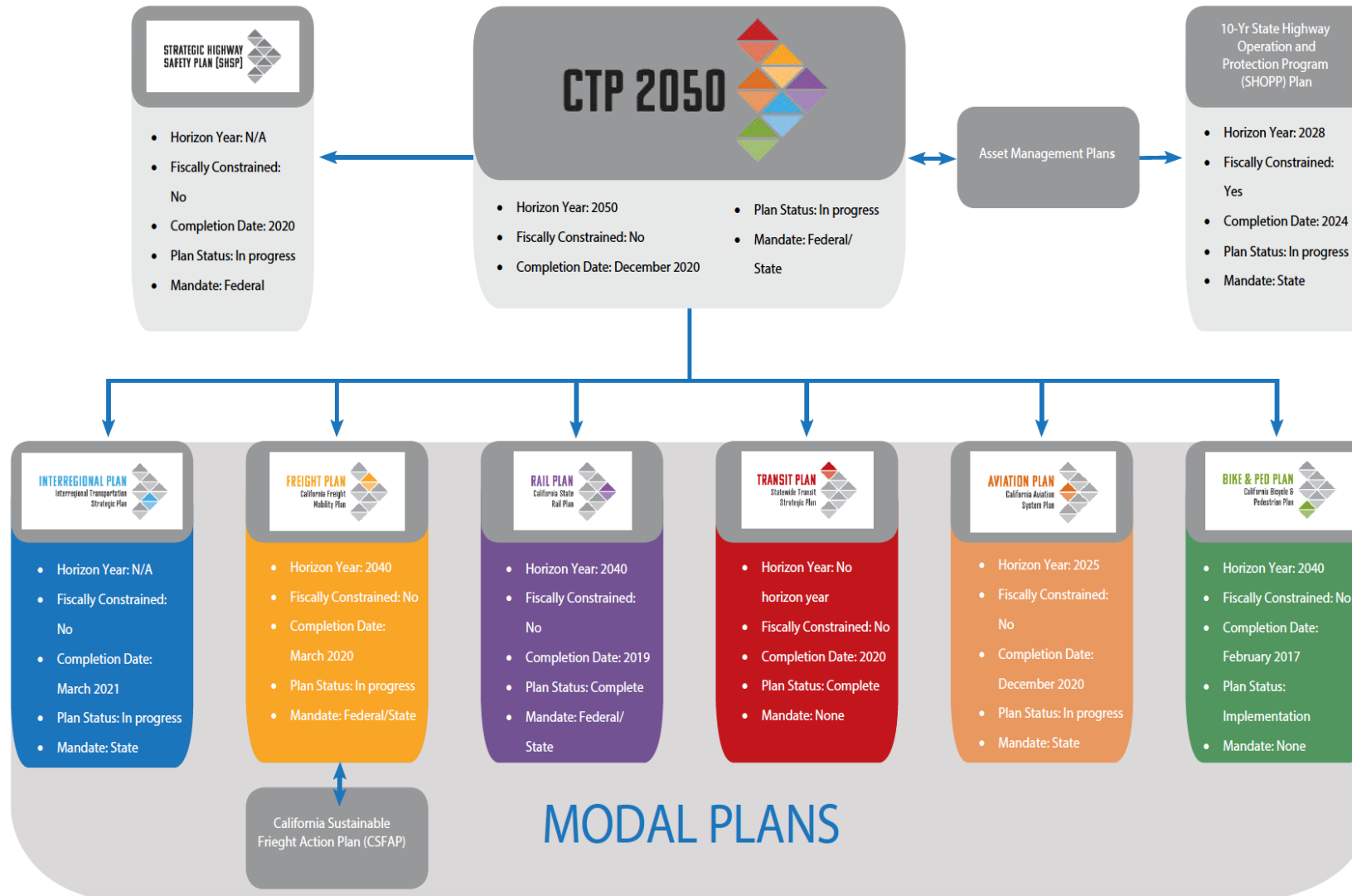
Enhance environmental health and reduce negative transportation impacts

**Infrastructure**

Maintain a high-quality, resilient transportation system



# Issue 2 (cont'd): Updating and better aligning among existing State and regional plans.



What are opportunities to coordinate among the existing State transportation plans, including the CTP and Caltrans modal plans?



# Issue 3. Re-evaluating project and program funding and reviewing the current transportation project pipeline.

Projects in the pipeline are rarely reevaluated to assess their alignment with current state priorities, which may have shifted over the time from transportation project conception to construction.



Photo by Sergio Ruiz, used by permission

# Issue 4. Assessing the roles of State transportation institutions

Item 5-5-B.

The institutional structure for transportation is complicated and decision-making levers can be disparate or hard to pinpoint.

## Federal



## State of California



California Transportation Commission



CALIFORNIA STRATEGIC GROWTH COUNCIL



CALIFORNIA High-Speed Rail Authority

## Regional/Local



CALIFORNIA STRATEGIC GROWTH COUNCIL



# Issue 5. Assessing MPO and local government roles and responsibilities.

Item 5-5-B.

Institutions (such as Metropolitan Planning Organizations, among others) that have been given key responsibilities for meeting climate and equity goals do not necessarily have the appropriate levers to fulfill those responsibilities.



Photo by Sergio Ruiz, used by permission



# Discussion Questions

- What kinds of improvements to our transportation system will help support your agency/organization's priorities?
- Which recommendations from the UC ITS final summary report do you think should be advanced or further explored?
- What additional questions and needs does this report raise and how can SGC best address them?



Comments addressing the Report's findings and recommendations that focus on potential solutions and viable next steps are encouraged.

Members of the public are invited to submit their assessment on the Report's findings at [transportation@sgc.ca.gov](mailto:transportation@sgc.ca.gov)



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## State/MPO Working Group

February 18, 2022

2:00 p.m.– 3:45 p.m.

### NOTES

Virtual: Zoom

#### 1. Welcome and Introductions -- 5 Minutes

#### 2. Regional Climate Collaboratives (RCC) Draft Guidelines Release (Kirin Kumar, SGC) -- 5 Minutes

- [https://sgc.ca.gov/programs/cace/docs/20211011-Fact\\_Sheet-RCC.pdf](https://sgc.ca.gov/programs/cace/docs/20211011-Fact_Sheet-RCC.pdf)
- Draft Guidelines for RCC out now, taking Guidelines to SGC in April
- Invest in collaboratives of Community-based organizations, building pipeline of projects at local level, capacity-building to be able to compete for SGC dollars.
- MPOs can play role in identifying community-based partnerships.
- Holding workshops next week. Feel free to join, invite CBOs
- [kirin.kumar@sgc.ca.gov](mailto:kirin.kumar@sgc.ca.gov) - Kirin Kumar contact information.

#### Other RCC Links:

- Guidelines Release Announcement:
  - <https://sgc.ca.gov/news/2022/02-08.html>
- Fact Sheet:
  - [https://sgc.ca.gov/programs/cace/docs/20211011-Fact\\_Sheet-RCC.pdf](https://sgc.ca.gov/programs/cace/docs/20211011-Fact_Sheet-RCC.pdf)

#### 3. AB 285 Presentation (Egon Terplan, OPR) -- 35 Minutes

- The Strategic Growth Council was directed by the legislature to produce the California Transportation Assessment (AB 285 Report), examining how existing transportation funding programs can be aligned to help achieve the State's climate and equity commitments.
- Link to the report; [link here](#)
- [PPT shared]
- Transportation is not an end, it is a means. The end goal is creating a more inclusive, equitable California.

- The paper identifies a gap between the climate and equity vision in the California Transportation Plan and other state reports and where dollars are going. Just 2% of state funds are associated with the programs identified in AB 285 (which are a subset of state programs).
- The SGC identified five issue areas and will convene a collaborative stakeholder process to gather recommendations to address these issues:
- Issue Area #1: Aligning existing funding programs with State climate & equity goals.
- Issue Area #2: Updating and better aligning among existing state and regional plans.
- Issue Area #3: Reviewing current transportation project pipeline to ensure alignment with State goals.
- Issue Area #4: Assessing the roles of State transportation institutions.
- Issue Area #5: Assessing MPO and local government roles and responsibilities.
- The UC ITS papers are available on [e-scholarship](#)

### Links to 5 UC ITS papers:

Paper 1 - [‘A Brief History of Transportation Policies and Institutions’](#)

Paper 2 - [‘Review of Statewide Transportation Plans for California’](#)

Paper 3 - [‘MPO Planning and Implementation of State Policy Goals’](#)

Paper 4 - [‘Examination of Key Transportation Funding Programs in California and Their Context’](#)

Paper 5 - [‘Flexibility in California Transportation Funding Programs and Implications for More Climate-Aligned Spending’](#)

### Q & A

- (Q): How is the state putting together all of the puzzle pieces of AB 285. How will the next steps enhance the State/MPO relationship?
  - a. (A): SGC is looking to engage a range of stakeholders to solicit actionable recommendations around the issues identified in the report.
  - b. The report identifies the importance of regional planning in CA and the need to strengthen the tools of MPOs to implement plans. One goal for the outcomes is to enhance the viability of the regional planning structure.
- (Q): Are there recommendations in the current report?

- a. (A): UC ITS report has recommendations developed by the academic research team. These are not the State's recommendations but are one of the contributing sources of recommendations for the next phase of work. SGC identified five issue areas where we are specifically soliciting recommendations.
- (Q): The CTP 2050 has significant pricing assumptions built into it. Has analysis been done on what it would actually take to implement the CTP 2050 plan?
  - a. (A): UC ITS Working Paper #2 does discuss this issue but this was not the specific charge in AB 285.
- (Q): How are the state's recommendations different from the paper's recommendations?
  - a. (A): The SGC has not published recommendations. We hired UC ITS academics to independently produce the summary report along with a series of white papers.
  - b. The SGC will be launching a stakeholder outreach process to develop recommendations then publish a summary of that process, which may include specific recommendations. We are not putting forth recommendations right now.
- (Q): It would have been helpful to receive more specificity about the recommendations before they went to the Legislature.
  - a. (A): This is the beginning of a conversation on the recommendations. The UC ITS report includes some initial ideas and we look forward to partnering with MPOs and other stakeholders on the development of recommendations.
- (Q): It would be very helpful to have case studies on how these climate goals can apply to under-resourced, rural areas. How can such areas achieve equity and economic development while they work towards climate goals?
  - a. (A): The reports did not include case studies but did include analysis of all 18 SCSs. We would welcome any suggestions on case studies to include.
- (Q): Many recommendations in the report do not seem to apply to DACs in rural areas in the Central Valley. The state often seems too focused on Coastal California. For rural DACs, climate goals have a double-edged sword. Our communities need economic opportunities such as goods movement. For example, Robert Wood Johnson Foundation studies health outcomes by counties. Rural inland counties rank lowest in the State. Studies identify economic factors as causes of health problems. See:

Robert Wood Johnson Foundation Survey:

<https://www.countyhealthrankings.org/app/california/2021/overview>

- a. (A): We are aware of the specific challenges of inland CA and should ensure that any recommendations that come out of the process acknowledge regional differences. As a reminder, we also have the [Community Economic Resilience Fund \(CERF\)](#) which is specifically funding regional economic diversification strategies across 13 economies regions in CA.
- (Q): Timeframe and process for the next steps?
  - a. (A): Now - End of April – We are beginning a stakeholder outreach process now and thereafter we will summarize and share in May.

#### **4. REAP 2.0 Update (Helen Campbell, OPR; Annie Parker, HCD) -- 30 Minutes (PPT Attached)**

- Late February/Early March 2022: Release of Draft Guidelines for MPO and COG formula allocations and Competitive Non-MPO Regions and Tribal Entities funds
- Summer 2022 (Tentative): Priority application period for Competitive Innovative and Integrated set aside.
- December 31, 2022: Final application deadline for all funding
- Advance Application for formula set asides now open
- \$500 million of formula set aside is from Federal Coronavirus State & Local Fiscal Recovery Funds.
- The team is currently revising DOF Final Rule interpretation and ensuring that REAP 2.0 NOFAs are compliant.
- The spreadsheet that went out with the meeting agenda, contains HCD points of contact. HCD Tribal Affairs team will be happy to work with you. REAP 2.0 Team can also facilitate Tribal contact.
- (Q): Will dollars be narrowed given the new rule?
  - (A): The issue is the eligibility. Still a lot to be determined.
- (Q): Will the State be ready for this? Can we extend the deadline for submitting our applications?
  - (A): \$51 million available for the Advance Application.
  - We expect to release Draft NOFA for comment.

- Lots of programs have another set of strings due to the the Final DOF Rule released in late January.
- Application deadline & expenditure deadline are written in statute. The application deadline is due on December 31, 2022, and the Expenditure Deadline is June 30, 2026.
- We are only about a month and a half behind on the development of the NOFA.
- (Q): Engagement + Outreach: Fairly significant requirements for outreach & engagement. This seemed unusual for a funding program. We have already done a lot of outreach due to Covid. When there is too much outreach, you start to exhaust communities. Will we see a change to this in the guidelines?
  - (A): We want to ensure that we comply with Federal guidance. If it can be shown that outreach has already been done, this could be eligible. These are Covid recovery funds, so there are special requirements that we want to make sure we satisfy.
- (Q): I recall hearing that state would not consider past outreach as eligible. Is that true?
  - (A): If the outreach has been completed in a way that satisfies all requirements of the NOFA, will not make you repeat work in order to check a box.
- Holding Office Hours for the non-MPO side of the funding sometime this Spring.

## 5. Other State Agency Updates -- 15 Minutes

- CARB Update: We anticipate discussing SB 150 framing and messaging at next month's meeting.

## 6. Suggestions for topics for future meetings

- RHNA

### Attendance:

AMBAG: Heather Adamson

Butte CAG: Chris Devine

CalCOG: Bill Higgins, Jennifer Hargrove-Tendick

Fresno COG: Tony Boren, Meg Prince, Jennifer Soliz, Kristine Cai

Kern COG: Rob Ball

Kings CAG: Terri King

Madera CTC: Dylan Stone, Jeff Findley, Patricia Taylor

Merced CAG: Stacie Guzman

MTC: Matt Maloney

SACOG: Clint Holtzen

SANDAG: Tuere Fa'aola

San Joaquin COG: Kim Anderson, Ryan Niblock

SBCAG: Mike Becker

SCAG: Frank Wen, Courtney Aguierre

Shasta RTA: Dan Wayne

SLO COG: James Worthley, Rich Murphy

Stanislaus COG: Elizabeth Hahn, Rosa De Leon Park

Tahoe Regional Planning Agency: Nick Haven

Tulare CAG: Benjamin Kimball

CARB: Jen Gress, Lezlie Kimura Szeto, Ian Peterson

CalTrans: Jeanie Ward-Waller

CalSTA: Darwin Moosavi

CTC: Laura Pennebaker

DoC: David Shabazian

HCD: Paul McDougall, Joseph Spano, Annie Parker, Weston Starbird, Connor Finney

OPR: Egon Terplan, Helen Campbell, Erik de Kok, Emily Tibbott

SGC: Kirin Kumar, Justin DeWaele





**STAFF REPORT**  
Board Meeting of March 23, 2022

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

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**SUBJECT:**

State Legislative Update: Status on Current Legislation

**Enclosure:** Yes

**Action:** Direction may be provided

**SUMMARY:**

The MCTC Policy Board, at its January 19, 2022 meeting, approved its 2022 legislative platform. MCTC staff, with assistance from Gus Khouri, Khouri Consulting, has been following many bills that have been drafted and/or are moving through the committee process.

A list of the legislative bills of interest and their status are included in your package. In addition, Gus Khouri will provide a status report on the various positions that MCTC staff is recommending as the bills move through the legislature.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

## MCTC Bill Matrix – March 2022

Measure	Status	Bill Summary	Recommended Position
<b>AB 1445 Levine (D)</b> <b>Planning and zoning: regional housing need allocation: climate change impacts</b>	2/1/2022 Senate Rules	Commencing January 1, 2025, this bill would require that a council of governments, a delegate subregion, or the Department of Housing and Community Development, as applicable, additionally consider factors in emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change in the development of a regional housing plan. Last amended on January 3, 2022.	<b>Watch</b>
<b>AB 1638 Kiley (R)</b> <b>Motor Vehicle Fuel Tax Law: suspension of tax</b>	1/12/2022 Introduced	This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. If enacted, this bill would drastically impact state funding for highways, local streets and roads, and public transportation given that the gas tax is the main source of funding for transportation infrastructure and voters have repeatedly supported protection of those funds.	<b>Oppose</b>
<b>AB 1640 Ward (D)</b> <b>Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans</b>	1/20/2022 Assembly Natural Resources	<p>Existing law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update the state’s climate adaptation strategy, known as the Safeguarding California Plan. Existing law establishes the Office of Planning and Research (OPR) in state government in the Governor’s office. Existing law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed.</p> <p>This bill would authorize a metropolitan planning organization and council of governments, among others, to establish a regional climate network, which is a group of eligible entities whose jurisdictions are located in the same region, and whose combined jurisdiction enhances their effectiveness in responding to climate risks. A regional climate network does not need to cover multiple counties if the county within the network has a population of over 2,000,000 residents. The bill would require a regional climate network to develop a regional climate adaptation and resilience action plan and to submit the plan to OPR for review, comments, and certification. The bill would require, on or before July 1, 2023, OPR through the program, to develop and publish on its internet website guidelines on how eligible entities may establish regional climate networks and how governing boards may be established within regional climate networks.</p>	<b>Watch</b>

## MCTC Bill Matrix – March 2022

Measure	Status	Bill Summary	Recommended Position
<b>AB 1778 Garcia, C (D)</b> <b>State transportation funding: freeway widening</b>	2/10/2022 Assembly Transportation	This bill would prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty. In its' current form, this bill may establish a precedent and impact funding highway projects in Madera County. MCTC will oppose unless amended to make this bill a pilot program or require seeking alternatives to pursue multi-modal options, zero-emmission vehicle investments, or procurement of zero emission trucks through the corridor as offsets for projects that traverse an area of high pollution.	<b>Oppose</b>
<b>AB 1909 Friedman (D)</b> <b>Vehicles: bicycle omnibus</b>	2/9/2022 Assembly Transportation Hearing on 3/28	This bill would remove the prohibition of class 3 electric bicycles (electric bicycles that feature pedal assist and top off at 28 miles per hour) on a bicycle path or trail and would remove the authority of a local jurisdiction to prohibit class 1(20 mph max speed and motor work only when pedaling) and class 2 (also 20 mph but has a throttle boost) electric bicycles on these facilities. The bill would instead authorize a local authority to prohibit the operation of a class 3 electric bicycle at a motor-assisted speed greater than 20 miles per hour. This bill also extends the authorization for an electric bike to cross an intersection to a when a "WALK" sign is displayed, unless a bicycle control signal is displayed. This bill would additionally no longer require a bicycle to be licensed, and requires a vehicle that is passing or overtaking a vehicle to move over to an adjacent lane of traffic, as specified, if one is available, before passing or overtaking the bicycle.	<b>Watch</b>
<b>AB 1919 Holden (D)</b> <b>Transportation: free transit passes</b>	3/7/2022 Assembly Transportation	This bill would require transit agencies to offer free youth transit passes to all persons 25 years of age and under with California residency, regardless of immigration status, in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. These free youth transit passes would count as full-price fares for purposes of calculating the ratio of fare revenues to operating costs.  Upon the appropriation of moneys by the Legislature, this bill would also create the Youth Transit Pass Pilot Program, administered by Caltrans for purposes of offsetting the costsof the program. The bill would require Caltrans to submit an interim report to specified committees of the Legislature on or before January 1, 2027, on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in greenhouse gas emissions and vehicle miles traveled, as provided.	<b>Watch</b>

## MCTC Bill Matrix – March 2022

Measure	Status	Bill Summary	Recommended Position
<b>AB 1944 Lee (D)</b> <b>Local government: open and public meetings</b>	2/10/2022 Assembly Transportation	This bill would exempt from the Brown Act the requirement for publicly posting the location of remote participation by a member of the local agency. It would also require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option.	<b>Support</b>
<b>AB 1946 Boerner Horvath (D)</b> <b>Electric bicycles: safety and training program</b>	3/15/2022 Assembly Transportation	This bill would require Caltrans, in coordination with the Office of Traffic Safety, to develop, on or before September 1, 2023, statewide safety standards and training programs based on evidence-based practices for users of electric bicycles.	<b>Watch</b>
<b>AB 2120 Ward (D)</b> <b>Transportation finance: federal funding: bridges.</b>	2/24/2022 Assembly Transportation  Hearing on 3/28	The bill would require that the division and allocation of federal Highway Infrastructure Program funds occur pursuant to a specified formula approved by the California Transportation Commission.	<b>Support</b>
<b>AB 2237 Friedman (D)</b> <b>Regional Transportation Plan: Active Transportation Program</b>	2/16/2022 Assembly Transportation  Hearing on 3/28	This bill would require the Strategic Growth Council to convene key state agencies, metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing its report on California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. The bill would require that the report be completed by July 1, 2024.	<b>Watch</b>
<b>AB 2438 Friedman (D)</b> <b>Transportation projects: Alignment with state plans</b>	3/3/2022 Assembly Transportation	This bill would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. To the extent the bill imposes additional duties on local agencies, the bill would impose a state-mandated local program.	<b>Oppose</b>

## MCTC Bill Matrix – March 2022

Measure	Status	Bill Summary	Recommended Position
<b>AB 2449 Rubio, B (D)</b>  <b>Open meetings: local agencies: teleconferences</b>	2/17/2022  Assembly Local Government	<p>This bill allows a local agency to meet virtually without posting each members location, if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency’s jurisdiction. It also prohibits an agency from requiring public comments be submitted in advance. In the event of a disruption that prevents the broadcast of a meeting, the board must cease taking action on items until the dial-in or internet option is restored. Accommodations must also be made for persons with disabilities.</p> <p>This bill is different from AB 1944 in that: 1) it requires a quorum to be physically present at a singular meeting place accessible to the public, so only a few members could participate virtually; 2) prevents board action on items not broadcast; 3) requires accommodations for persons with disabilities.</p>	<b>Watch</b>
<b>AB 2622 Mullin (D)</b>  <b>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses</b>	3/10/2022  Assembly Revenue and Taxation  Hearing on 3/28	<p>This bill would extend, from January 1, 2024 to January 1, 2034, the partial state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California transit agencies.</p>	<b>Support</b>
<b>AB 2647 Levine (D)</b>  <b>Local government: open meetings</b>	3/10/2022  Assembly Local Government	<p>This bill requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates or post the writings on the local agency’s internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.</p>	<b>Watch</b>

## MCTC Bill Matrix – March 2022

Measure	Status	Bill Summary	Recommended Position
<b>SB 873 Newman (D)</b> <b>California Transportation Commission: state transportation improvement program: capital outlay support</b>	1/24/2022 Senate Transportation	This bill would require the California Transportation Commission (CTC) to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the State Transportation Improvement Program (STIP). The bill would require the CTC to develop guidelines, in consultation with the Department of Transportation (Caltrans), to implement these allocation procedures. The CTC would also be required to establish a threshold for requiring a supplemental project allocation. Caltrans would be required to submit a supplemental project allocation request to the CTC for each project that experiences cost increases above the amounts in its allocation.	<b>Watch</b>
<b>SB 922 Wiener (D)</b> <b>CEQA exemptions; transportation-related projects</b>	3/8/2022 Senate Environmental Quality	This bill would repeal the January 1, 2030 sunset date, to indefinitely continue an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area for re-striping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles. The bill also repeals the January 1, 2023 to indefinitely continue a CEQA exemption for transit prioritization projects, as defined, and projects for pedestrian and bicycle facilities or for the institution or increase of new bus rapid transit, bus, or light rail services on public or highway rights-of-way. Provides additional requirements for projects over \$100 million.	<b>Watch</b>
<b>SB 942 Newman (D)</b> <b>Low Carbon Transit Operations Program: free or reduced fare transit program</b>	3/2/2022 Senate Transportation Hearing on 3/22	This bill would allow public transit agencies to use funds from the Low Carbon Transit Operations Program to subsidize an ongoing free or reduced fare transit program.	<b>Support</b>

## MCTC Bill Matrix – March 2022

Measure	Status	Bill Summary	Recommended Position
<b>SB 1049 Dodd (D)</b> <b>Transportation Resilience Program</b>	3/10/2022 Senate Transportation Hearing on 3/22	This bill would establish the Transportation Resilience Program in the Department of Transportation (Caltrans), to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission (CTC) for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the CTC to prioritize projects that meet certain criteria.	<b>Watch</b>
<b>SB 1217 Allen (D)</b> <b>State-Regional Collaborative for Climate, Equity, and Resilience</b>	3/8/2022 Senate Environmental Quality Hearing on 3/28	This bill would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the California Air Resources Board (CARB) for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of CARB, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, CARB to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.	<b>Watch</b>
<b>SB 1230 Limón (D)</b> <b>Greenhouse gas emissions: transportation</b>	3/15/2022 Senate Rules	This bill would state the intent of the Legislature to enact subsequent legislation that would implement measures and programs that achieve the 2030 greenhouse gas reduction targets for the transportation sector identified in the State Air Resources Board's 2017 scoping plan and that would minimize increases in greenhouse gas emissions in the electric power sector from transportation electrification through a combination of specified actions.	<b>Watch</b>



**STAFF REPORT**  
Board Meeting of March 23, 2022

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

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**SUBJECT:**

San Joaquin Valley Regional Policy Council – Valley Voice, Sacramento

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The San Joaquin Valley Regional Policy Council Valley Voice, Sacramento trip was held virtually on Friday, March 18, 2022. Included in your package is a copy of the Valley Voice platform. This year’s highlights were as follows:

1. Complete SR 99
2. AB 285 – Conforming with California Transportation Plan
3. Goods Movement
4. Passenger Rail
5. Zero-Emission Vehicle Infrastructure
6. REAP 2.0 – Housing

As chair of the San Joaquin Valley Regional Policy Council, Supervisor Poythress facilitated and led the meeting discussions. This time of the meeting is reserved to provide feedback to the MCTC Policy Board on the various meetings that took place on Friday, March 18, 2022.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



# San Joaquin Valley Regional Policy Council 2022 VALLEY VOICE SACRAMENTO





# AGENDA

TIME	LOCATION
8:30 AM	Pre-Briefing
8:45 AM	Assembly Member Vince Fong Vice Chair, Assembly Transportation Committee
9:15 AM	Mark Tollefson, Deputy Cabinet Secretary, Gov Newsom Ronda Paschal, Deputy Legislative Secretary, Gov Newsom
10:00 AM	Assembly Member Carlos Villapudua
10:30 AM	Break
11:00 AM	Assembly Member Jim Patterson
11:30 AM	Assembly Member Adam Gray

# ABOUT US

- 11 years of regional advocacy in Washington D.C. and Sacramento.
- Partnership that exemplifies the regional transportation planning agencies' commitment to collaboratively address regional issues, challenges and opportunities.
- 18 members from eight regional planning agencies' boards, the air district and the San Joaquin Valley Joint Powers Authority.





# DELEGATION MEMBERS

## SAN JOAQUIN COUNCIL OF GOVERNMENTS

**Chuck Winn**, Supervisor San Joaquin County  
**Dan Wright**, Council Member City of Stockton  
**Gary Singh**, Council Member City of Manteca (alternate)

## STANISLAUS COUNCIL OF GOVERNMENTS

**Vito Chiesa**, Supervisor Stanislaus County  
**Bill Zoslocki**, Council Member City of Modesto  
**Jenny Kenoyer**, Council Member City of Modesto (Alternate)

## MERCED COUNTY ASSOCIATION OF GOVERNMENTS

**Daron McDaniel**, Supervisor Merced County  
**John Cale**, Council Member City of Atwater  
**Scott Silveira**, Supervisor Merced County (Alternate)

## MADERA COUNTY TRANSPORTATION COMMISSION

**Robert Poythress**, Supervisor Madera County - CHAIR  
**Brett Frazier**, Supervisor Madera County  
**Jose Rodriguez**, Council Member City of Madera (alternate)

## SAN JOAQUIN VALLEY JOINT POWERS AUTHORITY

**Stacey Mortensen**, Executive Director

## FRESNO COUNCIL OF GOVERNMENTS

**Gary Yep**, Mayor City of Kerman  
**David Cardenas**, Mayor City of Fowler  
**Michelle Roman**, Mayor City of Kingsburg

## KINGS COUNTY ASSOCIATION OF GOVERNMENTS

**Doug Verboon**, Supervisor Kings County  
**Alvaro Preciado**, Mayor City of Avenal  
**Joe Neves**, Supervisor Kings County (Alternate)

## TULARE COUNTY ASSOCIATION OF GOVERNMENTS

**Rudy Mendoza**, Mayor City of Woodlake – VICE CHAIR  
**Dennis Townsend**, Supervisor Tulare County  
**Linda Launer**, Council Member City of Dinuba (Alternate)

## KERN COUNCIL OF GOVERNMENTS

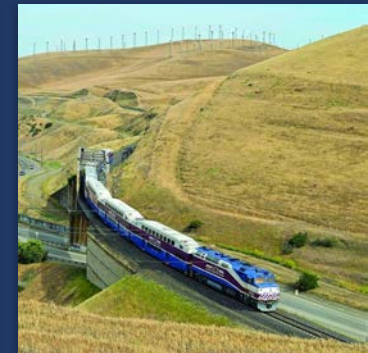
**Zack Scrivner**, Supervisor Kern County  
**Bob Smith**, Council Member City of Bakersfield  
**Cathy Prout**, Mayor City of Shafter (Alternate)

## SAN JOAQUIN VALLEY AIR POLLUTION CONTROL

**Samir Sheikh**, Executive Director

# REGIONAL PRIORITIES

1. Complete the 99 – Support Goods Movement
2. AB 285 - Conforming with California Transportation Plan
3. Passenger Rail
4. Zero-Emission Vehicle Infrastructure
5. REAP 2.0 (housing)



**REGIONAL PRIORITY****1. COMPLETE THE 99 – SUPPORT GOODS MOVEMENT**

- Caltrans recommended, and the California Transportation Commission recently approved, state funding in the 2022 Interregional Transportation Improvement Program (ITIP) for four projects along Highway 99:
  - Livingston Widening Southbound Project
  - South Madera 6 Lane Widening Project
  - Tulare City Widening Project
  - South Tulare 99 Project
- Several gaps on the state highway system in the Valley however remain, and still need to be addressed to help enhance safety and throughput for commuters, goods movement, and tourism.
- The San Joaquin Valley plays a vital role in goods movement, with over 25 percent of the nation's produce being grown in the region. Highways also serve as the main arterial for over 95 percent of truck traffic in the region.

**ASK**

We need legislators to advocate for completing projects on the state highway system to gain the full benefits of previous investments to help accommodate goods movement, economic development, tourism, and enhance safety for who do not have access to transit. This also includes east-west connector routes. Support regional applications for Senate Bill 1 Cycle 3 to complete the 99 (LPP,TCEP).

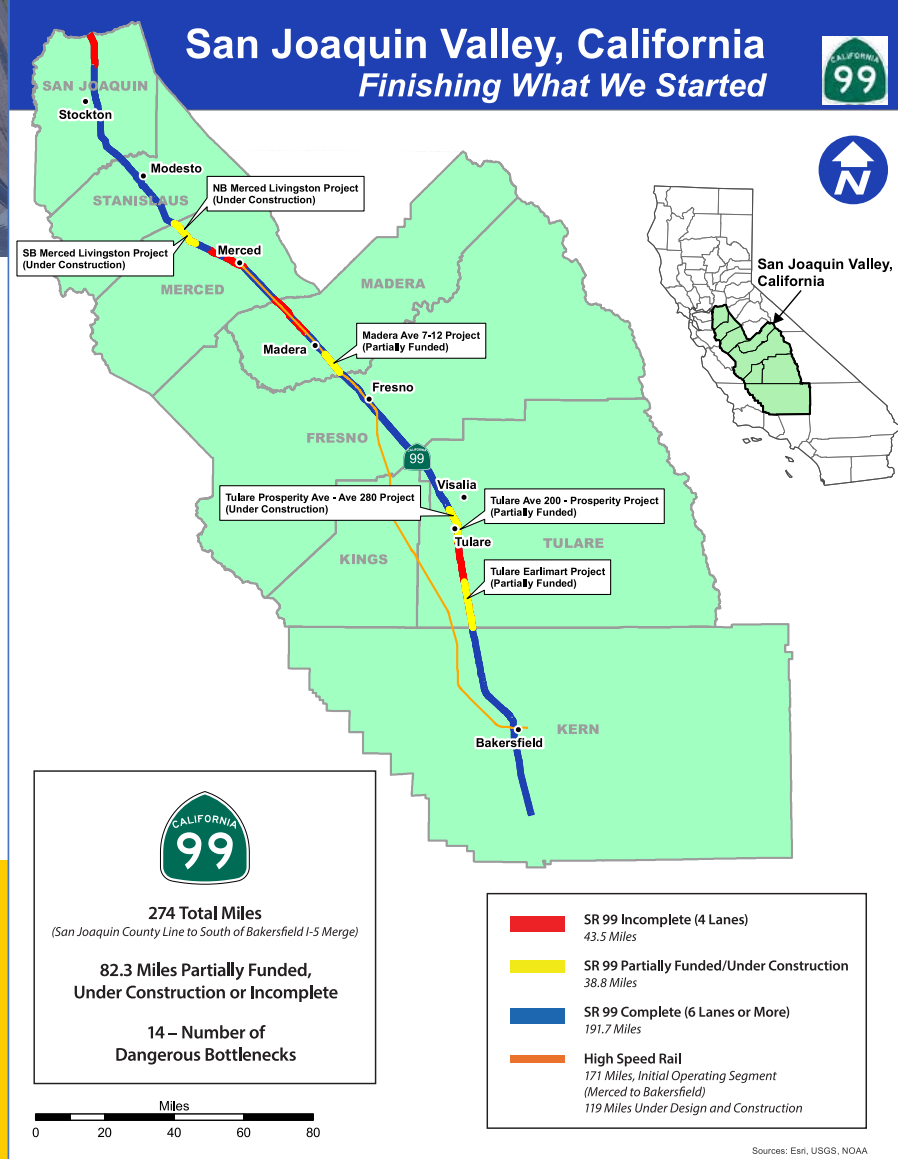


**REGIONAL PRIORITY**

**1. COMPLETE THE 99**



**99 To The Finish Line**  
**State Route 99 Summit**  
 Discussing the Vision for State Route 99



**REGIONAL PRIORITY****2. AB 285 - CONFORMING WITH CALIFORNIA TRANSPORTATION PLAN**

- AB 285 (Friedman), Chapter 605, Statutes of 2019, required Caltrans to detail how it plans to achieve maximizing emissions reductions in its California Transportation Plan to achieve the state's goal reduction of greenhouse gas emissions of 40% below 1990 levels by the end of 2030.
- The legislature required the Strategic Growth Council to complete a report by January 31, 2022, with recommendations.
- Report was posted on February 18 and states the following:
  - Too much money is spent on highway widening and projects that increase vehicle travel, reliance on cars
  - Projects, which take decades to plan, do not adjust and consider multimodal options
  - Too many layers of decision makers (State, regional, and local)
  - MPOs have no land use authority, and their priorities do not sync with the state, sales tax measures are to blame.
  - State wants to restructure MPO and local government responsibilities, centralize decision-making with state perspective
- Six out of the eight counties in the Valley, 25 statewide, have passed (multiple) sales tax measures to help subsidize the state highway system, a state asset.
- AB 2438 (Friedman) has been introduced to require compliance with CAPTI and CTP to receive state funds.



**REGIONAL PRIORITY****2. AB 285 - CONFORMING WITH CALIFORNIA TRANSPORTATION PLAN****ASK**

- Oppose efforts to consolidate. This undermines local control. Locals have been subsidizing the state's transportation infrastructure for decades. Allow for the will of voters to prevail and finish projects to realize investments to reduce congestion, enhance safety on a highway system that has not been updated in the Valley since the 1950s. State has over 27 million licensed drivers.
- The state owns the state highway system and can currently say no to local sales tax investments.
- We have no control over our geography, wind patterns, and agriculture is the state's number one industry. People nationwide benefit from crops grown and shipped from our communities.
- VMT reduction not always feasible in every part of the Valley. Travel patterns vary. Focus should be on GHGs. Otherwise, VMT is a regressive metric that will disqualify the Valley from being competitive for state funding, further hurting disadvantaged communities. VMT metrics need to consider proportionality and feasibility based on a region's density, demographics, and geography.
- Ask for funding to complete rail systems, ZEV charging infrastructure, ZEV school and transit buses, ZEV trucks, and incentives for car purchases.
- Encourage businesses to expand or locate in the Valley to reduce VMT.

## REGIONAL PRIORITY

### 3. PASSENGER RAIL

- The FY 22-23 Budget proposes to exhaust the remaining \$4.2 billion from Proposition 1A for the high-speed rail project.
- The Budget also proposes \$2 billion for regional transit and rail investments to improve rail and transit connectivity between state and local/regional services, including projects on shared corridor routes.
- Rail investments are critical for the San Joaquin Valley to reduce greenhouse gas emissions and provide multi-modal options.

## ASK

- Support the Governor's budget which would assist ACE, San Joaquins, and Valley Link in acquiring resources to build out the system.
- Support the Governor's and CHSRA's recommendation that \$4.2 billion in remaining Prop 1A High Speed Rail bond funds be directed to help complete electrified, high-speed rail Merced to Bakersfield Interim Service with stations at Merced, Madera, Fresno, Kings/Tulare, and Bakersfield.

**REGIONAL PRIORITY****4. ZERO-EMISSION VEHICLE INFRASTRUCTURE**

- The FY 22-23 Budget proposes a total of \$10 billion over the next six year towards zero-emission vehicle infrastructure, school and transit buses, and incentives for ZEV purchases.
- The San Joaquin Valley has a disproportionate number of disadvantaged communities with lower population densities than other parts of the state and a lack of transit service. This makes travel by car essential/unavoidable for many Valley residents.
- California Clean Vehicle Rebate Project shows valley with \$30M in rebates compared to SF \$300M and LA \$400M.
- Given the Valley's air quality concerns and Highway 99 being a major north-south arterial, the Valley should receive priority for charging station installations and incentives for vehicle purchases.

**ASK**

Support Governor's FY 22-23 Budget, ask for Valley to be a priority recipient.

**REGIONAL PRIORITY****5. REAP 2.0 (HOUSING)**

- REAP 2.0 is a \$600 million state and federal investment to advance implementation of adopted regional plans by funding planning and implementation activities that accelerate infill housing and reductions in per capita VMT.
- This investment builds on the success of the 2019 Regional Early Action Planning grant program (REAP 1.0) which provided an initial round of \$125 million in flexible planning funds to regional governments to accelerate housing production and facilitate compliance with the 6th cycle of the housing element, including regional housing need allocations.
- REAP 1.0 current deadlines are unrealistic to all regional governments in California.
- REAP 2.0 guidelines are under development by HCD with a completion date in late 2022.
- Like other state programs, guidelines will presumably be developed with a “one size fits all” approach to facilitate housing development in the larger metropolitan areas, and throughout California.

**ASK**

- REAP 2.0 guidelines need to contain flexibility and autonomy for regional needs specific to the San Joaquin Valley, including utilizing funding for capital development, infrastructure, and predevelopment.
- Support efforts to extend REAP 1.0 deadlines.

# Thank You!

**San Joaquin Valley  
Regional Planning Agencies Policy Council**

C/O Kern Council of Governments  
1401 19<sup>th</sup> Street, Suite 300  
Bakersfield, CA 93301  
Phone 559.266.6222

[www.sjvcogs.org](http://www.sjvcogs.org)







**STAFF REPORT**  
Board Meeting of March 23, 2022

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

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**SUBJECT:**

San Joaquin Valley 2022 Policy Conference – The Road Ahead

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

On behalf of the San Joaquin Valley Regional Planning Agencies, we invite you to attend the 15th Annual San Joaquin Valley Policy Conference being held May 11-13, 2022. The conference will be hosted this year by the Fresno Council of Governments on behalf of the eight Valley planning agencies in Downtown Clovis, California.

The San Joaquin Valley Policy Conference provides an opportunity for the Valley to come together to discuss what is up and coming in the region, with a special emphasis on transportation and housing. Our attendees include Valley local elected officials, community development and public works directors, executive staff of all the Metropolitan Planning Organizations within the Valley, as well as Caltrans executives, business and community organization representatives, and private planning, engineering, and construction firms.

MCTC extends an invitation to the MCTC Policy Board members. If you are interested in attending, please contact Sandy Ebersole, Administrative Analyst, at [sandy@maderactc.org](mailto:sandy@maderactc.org), and the appropriate reservations will be made.

All others interested in attending, may register here: [San Joaquin Valley Council of Governments | EVENTS \(sjvcogs.org\)](https://www.sjvcogs.org/Events)

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of March 23, 2022

**AGENDA ITEM:** 5-F

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

**SUBJECT:**

2022 Regional Transportation Plan and Sustainable Communities Strategy Outreach Information

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

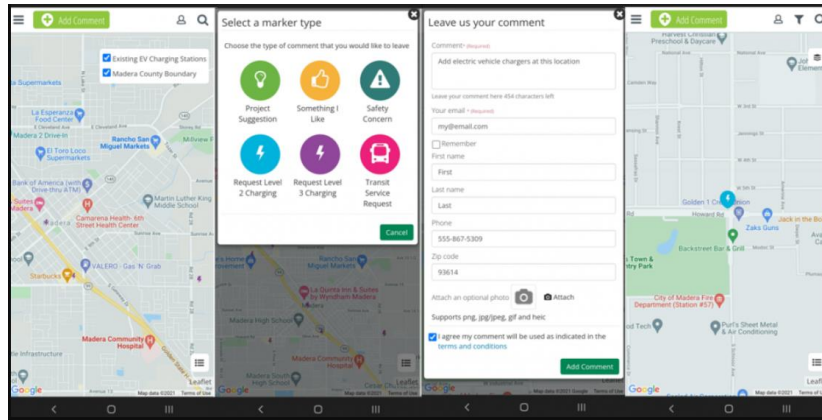
As part of the Your Madera 2046 planning effort, MCTC staff will be conducting a workshop on March 24, 2022 at 6:00PM to discuss planning scenarios for the 2022 Regional Transportation Plan and Sustainable Communities Strategy. The workshop will be held on Zoom and will be simulcast in Spanish and English. The workshop will be recorded and available to view on the project website.

[To register for the March 24, 2022, 6:00PM workshop, CLICK HERE.](#)



Those interested in providing feedback for the RTP/SCS development are encouraged to visit the Social Pinpoint web tool. With the tool, specific, location-based feedback and input about transportation investments in the region can be given. The tool can be accessed from the following link [mysocialpinpoint.com/yourmadera2046](https://mysocialpinpoint.com/yourmadera2046)

The tool allows participants to place pins on a map of Madera County to provide input about where issues exist, where new investments can be directed, and what projects are important for the future. The tool can be accessed via PC, smartphone, or tablet.



Additional information about the Your Madera 2046 effort can be found on the project website located at: [www.yourmadera2046.com](http://www.yourmadera2046.com)

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.





**STAFF REPORT**  
Board Meeting of March 23, 2022

**AGENDA ITEM:** 7-A

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

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**SUBJECT:**

Executive Minutes – February 23, 2022

**Enclosure:** Yes

**Action:** Approve February 23, 2022, meeting minutes

**SUMMARY:**

Attached are the Executive Minutes for the February 23, 2022, Policy Board Meeting.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

# MADERA COUNTY TRANSPORTATION COMMISSION

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## EXECUTIVE MINUTES

**Date:** February 23, 2022  
**Time:** 3:00 pm  
**Place:** Madera County Board Chambers

### In person and GoToWebinar

**Members Present:** Chairman Tom Wheeler, Supervisor, County of Madera  
Vice-Chairman Diana Palmer, Council Member, City of Chowchilla  
Brett Frazier, Supervisor, County of Madera - Absent  
Jose Rodriguez, Council Member, City of Madera  
Cecelia Gallegos, Council Member, City of Madera  
Robert Poythress, Supervisor, County of Madera  
Alt. Leticia Gonzalez, Supervisor, County of Madera

**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  
Evelyn Espinosa, Associate Regional Planner  
Nicholas Dybas, Associate Regional Planner  
Sandy Ebersole, Administrative Analyst  
Sheila Kingsley, Office Assistant

Vice-Chairman Diana Plamer Chaired the meeting.

## 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 other 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. Initiate FY 2022-2023 Unmet Transit Needs Public Hearing Process

**Action:** Information and Discussion Only

- B. Summary of Past Two Meetings of the Social Service Transportation Advisory Council

**Action:** Information and Discussion Only

- C. Performance Measure 1: Safety Target Acceptance

**Action:** Adopt the statewide targets for all five Safety Performance Measures for 2022

- D. Clean California Local Grant Program Letters of Support

**Action:** Information and Discussion Only

- E. Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program Call for Projects  
**Action:** Information and Discussion Only
- F. Strategic Growth Council (SGC) Regional Climate Collaborative Program Draft Guidelines  
**Action:** Information and Discussion Only
- G. Lee Ann Eager Appointed Chair of the California Transportation Commission (CTC)  
**Action:** Information and Discussion Only
- H. Toks Omishakin appointed as Secretary of the California State Transportation Agency (CalSTA)  
**Action:** Information and Discussion Only
- I. 2022 San Joaquin Valley Regional Policy Conference *The Road Ahead*  
**Action:** Information and Discussion Only
- J. 2022 San Joaquin Valley Blueprint Awards Call for Nominations  
**Action:** Information and Discussion Only
- K. Bipartisan Infrastructure Law (BIL) Guidebook  
**Action:** Information and Discussion Only
- L. California High Speed Rail Authority Draft 2022 Business Plan  
**Action:** Information and Discussion Only
- M. MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 6- (Type 1 – Administrative Modification)  
**Action:** Ratify
- N. 2022 Regional Transportation Plan and Sustainable Communities Strategy Outreach Information  
**Action:** Information and Discussion Only
- O. Valley Voice – Sacramento Trip  
**Action:** Information and Discussion Only
- P. Letter of Support – Transit and Intercity Rail Capitol Program Funding Application for the San Joaquin Regional Rail Commission and San Joaquin Joint Powers Authority Project

**Action:** Information and Discussion Only

- Q. Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) Funding

**Action:** Approve CRRSAA Project List

- R. Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 5

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-15 No. 5

**Transportation Consent Calendar Action on Items A-R.**

Upon motion by Commissioner Poythress, seconded by Commissioner Gonzalez, to approve Transportation Consent Calendar Items A-R. A vote was called, and the motion carried.

Roll call for votes: Commissioner Poythress – Yes  
 Commissioner Rodriguez – Yes  
 Commissioner Wheeler -Yes  
 Commissioner Palmer – Yes  
 Commissioner Frazier- Absent  
 Commissioner Gallegos – Absent  
 Alt. Commissioner Gonzalez - Yes  
 Vote passed 5-0

**5. TRANSPORTATION ACTION/DISCUSSION ITEMS**

- A. Public Hearing: Draft 2022/2023 to 2026/2027 Short Range Transit Plan

Vice Chair Palmer opened the floor for public comment at 3:07 p.m.

Hearing no comments Vice Chair Palmer closed the floor for comments.

**Action:** Conduct Public Hearing and Receive Comments for the Draft 2022/2023 to 2026/2027 Short Range Transit Plan.

- B. State Route 99 Summit “SR 99 to the Finish Line”

**Action:** Information and Discussion Only

- C. Propose New Definition for Unmet Transit Needs Recommended by the Social Services Transportation Advisory Council

**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 Poythress, seconded by Commissioner Gonzalez 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 Poythress – Yes  
 Commissioner Rodriguez – Yes  
 Commissioner Wheeler -Yes  
 Commissioner Palmer – Yes  
 Commissioner Frazier – Absent  
 Commissioner Gallegos – Yes  
 Alt. Commissioner Gonzalez - Yes  
 Vote passed 6-0

**7. ADMINISTRATIVE CONSENT ITEMS**

- A. Approval of Executive Minutes of the January 19, 2022 Regular Meeting.  
**Action:** Approve Minutes of the January 19, 2022 Regular Meeting
- B. Social Services Transportation Advisory Council (SSTAC) Member Appointment and Vacancies  
**Action:** Appoint applicant to the Social Service Transportation Advisory Council
- C. University-Agency Agreement for Experiential Education, California State University, Fresno  
**Action:** Authorize execution of the University-Agency Agreement for Experiential Education, California State University, Fresno
- D. Transportation Development Act (TDA): Local Transportation Fund (LTF), State Transit Assistance (STA). and State of Good Repair (SGR) FY 2022-23 Estimates  
**Action:** Information and Discussion Only
- E. Transportation Development Act (TDA) – Fund Estimates and Apportionment, LTF Resolution 21-07 Amendment No.1  
**Action:** Approve TDA Fund Estimates and Apportionment, LTF Resolution 21-07 Amendment No. 1
- F. Revised Accounting & Financial Policies and Procedures Manual

**Action:** Approve Revised Accounting & Financial Policies and Procedures Manual

**Approval Administrative Consent Calendar Action A-F**

**Action:** Upon motion by Commissioner Poythress, seconded by Commissioner Gonzalez, to approve the Administrative Consent Calendar Items A- F vote was called, and the motion carried.

Roll call for votes: Commissioner Poythress – Yes  
Commissioner Rodriguez – Yes  
Commissioner Wheeler -Yes  
Commissioner Palmer – Yes  
Commissioner Frazier – Absent  
Commissioner Gallegos – Yes  
Alt. Commissioner Gonzalez - Yes  
Vote passed 6-0

**8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

- A. FY 2022-23 Draft Overall Work Program and Budget

**Action:** Upon motion by Commissioner Poythress, seconded by Commissioner Gallegos, to authorize circulation of Draft 2022-23 Overall Work Program and Budget for agency review. A vote was called, and the motion carried.

Roll call for votes: Commissioner Poythress – Yes  
Commissioner Rodriguez – Yes  
Commissioner Wheeler -Yes  
Commissioner Palmer – Yes  
Commissioner Brett Frazier – Absent  
Commissioner Gallegos – Yes  
Alt. Commissioner Gonzalez - Yes  
Vote passed 6-0

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

**9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS**

- A. Measure “T” FY 2021-22 Revised Allocation

**Action:** Approve Measure “T” 2021-22 Revised Allocations

B. Authorization to Examine Tax Records

**Action:** Approve authorization to examine tax records. Resolution 22-1 Amendment No 4

C. Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 5

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 5

**Approval Consent Calendar Action A - C**

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

Roll call for votes: Commissioner Poythress – Yes  
Commissioner Rodriguez – Yes  
Commissioner Wheeler -Yes  
Commissioner Palmer – Yes  
Commissioner Brett Frazier – Absent  
Commissioner Gallegos – Yes  
Alt. Commissioner Gonzalez - Yes  
Vote passed 6-0

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

A. Measure T Renewal Steering Committee – Duration of Measure Extension

**Action:** Upon motion by Commissioner Gonzalez, seconded by Commissioner Poythress, to approve Measure T Renewal Steering Committee recommendation to allow for the duration of the Measure T Renewal Sales Tax, if approved by voters, as “Until Ended by Voters.” A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes  
Commissioner Jose Rodriguez – Yes  
Commissioner Tom Wheeler -Yes  
Commissioner Diana Palmer – Yes  
Commissioner Brett Frazier – Absent  
Commissioner Cecelia Gallegos – Yes  
Alt. Commissioner Gonzalez - Yes  
Vote passed 6-0



B. Citizens' Oversight Committee Member Appointment

**Action:** Upon motion by Commissioner Wheeler, seconded by Commissioner Gonzalez to appoint Randy Sacks as a Representative for Member-At-Large to the Citizens' Oversight Committee. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes  
Commissioner Jose Rodriguez – Yes  
Commissioner Tom Wheeler -Yes  
Commissioner Diana Palmer – Yes  
Commissioner Brett Frazier – Absent  
Commissioner Cecelia Gallegos – Yes  
Alt. Commissioner Gonzalez - 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 the following comments:

- Provided concerns related to the AB 285 (Friedman) report that was submitted to the legislature. She also informed the Policy Board to watch AB 2438 (Friedman). This bill would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. To the extent the bill imposes additional duties on local agencies, the bill would impose a state-mandated local program.
- Reminded the Policy Board of the State Route 99 Summit – “99 to the Finish Line” to be held at the International Agri-Center in Tulare on Thursday, March 3rd and Friday, March 4<sup>th</sup>.
- Congratulated the County on a successful ribbon cutting ceremony for the Oakhurst Midtown Connector project.

D. Items from Commissioners

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

**12. CLOSED SESSION**

**13. ADJOURNMENT**

Meeting adjourned at 4:04 p.m.

Next meeting scheduled for Wednesday, March 23, 2022

Respectfully Submitted,



Patricia S. Taylor  
Executive Director  
Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of March 23, 2022

**AGENDA ITEM:** 7-B

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

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**SUBJECT:**

Transportation Development Act (LTF) – Allocation, Resolution 20-08 Amendment No. 4

**Enclosure:** Yes

**Action:** Approve Resolution 20-08 Amendment No. 4

**SUMMARY:**

The City of Chowchilla has submitted a request to amend their FY 2020-21 TDA Local Transportation Fund allocations. The request is to reduce CATX allocations by \$159,264.84 and increase the Street and Roads allocation by the equivalent amount of \$159,264.84. MCTC staff has reviewed the request and supports the amendment.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

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

In the matter of <b>ALLOCATION OF FY 2020-21          LOCAL TRANSPORTATION FUND</b>	Resolution No.: <b>20-08          Amendment No. 4</b>
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**WHEREAS,** the California Transportation Development Act established the Local Transportation Fund (LTF) and a continuous appropriation of said Fund, and

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

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

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

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

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

**WHEREAS,** the City of Chowchilla has requested to reallocate its apportionment.

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

(A) City of Chowchilla

<b>CATX</b>		<b>\$ 26,408.16</b>
Pedestrian & Bicycle Projects		\$ 6,866
MCTC Planning Services	\$ 10,299	
<b>Street &amp; Road Projects</b>	<b>\$ 299,734.84</b>	

(B) City of Madera

Madera Metro, Intermodal		\$ 783,856
Pedestrian & Bicycle Projects		\$ 142,862.59
MCTC Planning Services	\$ 54,442	

Local Agency Planning	\$ 12,956	
Street & Road Projects	\$4,486,537.49	
C) <u>County of Madera</u>		
Amtrak		\$ 23,506
MCC		\$ 148,417
Pedestrian & Bicycle Projects		\$ 798,572
MCTC Planning Services	\$ 66,878	
Street & Road Projects	\$ 1,972,350.66	
Unallocated		\$ 0

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

- Commissioner Tom Wheeler \_\_\_\_\_
- Commissioner Diana Palmer \_\_\_\_\_
- Commissioner Cecelia Gallegos \_\_\_\_\_
- Commissioner Robert Poythress \_\_\_\_\_
- Commissioner Jose Rodriguez \_\_\_\_\_
- Commissioner Brett Frazier \_\_\_\_\_

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Chair, Madera County Transportation Commission

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Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of March 23, 2022

**AGENDA ITEM:** 8-A

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

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**SUBJECT:**

FY 2021-22 Overall Work Program & Budget – Amendment No. 3

**Enclosure:** Yes

**Action:** Approve OWP & Budget – Amendment No. 3

**SUMMARY:**

Included in your package is Amendment No. 3 of the FY 2021-22 Overall Work Program & Budget. The revised Budget is \$2,871,626 (increase of \$76,849 from previously revised budget). The amendment reflects changes due to higher than expected federal CPG grant allocations, adjustment to consultant costs to reflect actual carryover, and adjustments in the assigned work hours for most work elements.

The amendment is recognized in the following accounts:

Revenues – (Increase \$76,849)

- FHWA PL – increase \$122,100
- TDA Carryover – decrease \$79,199
- TDA Planning – increase \$39,539
- MCTA – decrease \$5,591

Other Direct Costs – (Increase \$76,849)

- Consultant (SR 41 Corridor Study) – increase \$4,849
- RTP/SCS Development – increase \$72,000

The amendment is reflected in all of the OWP Work Elements except WEs 111, 130, 905, 908: 100 – Regional Transportation Plan; 101 – Performance Measures; 102 – Regional Housing Planning Program; 110 – Regional Planning Database; 110.1 – Household Travel Survey; 112 – Traffic Modeling; 113 – Air Quality Transportation Planning; 120 – Goods Movement and Highway Planning; 122 – Project Coordination & Financial Programming; 140 – Other Modal Elements; 150 – Public Participation Program; 150.1 – Public Outreach Coordination; 151 – Alternative Transportation Activities; 200 – Transportation Program Development; 901 –

Transportation Funds Administration; 902 – Overall Work Program and Budget; 907 – Board Costs & Other Expenses; 910 – MCTA Administration.

**FISCAL IMPACT:**

An increase of \$76,849 to the previously approved 2021-22 Overall Work Program and Budget.



**OVERALL WORK PROGRAM  
Fiscal Year 2021-2022  
Amendment No. 3**

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



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## WORK ELEMENT: 100 REGIONAL TRANSPORTATION PLAN & ENVIRONMENTAL IMPACT REPORT

### Objective

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

### Discussion

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

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

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

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

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

The California Air Resources Board (CARB) staff published the Final Sustainable Communities Strategy Program and Evaluation Guidelines in November 2019. These Guidelines outline how CARB evaluates MPO's SCS pursuant to SB 375. These new guidelines updated the SCS review methodology. The new guidelines emphasize the tracking of plan implementation, policy commitments, incremental progress, and equity as key analysis components. However, the Policy Commitments component is the only component used by CARB staff as the basis for accepting or rejecting the MPO's SB 375 GHG emission reduction target determination. The other three reporting components are included to identify the effectiveness of prior SCS implementation and increase overall transparency of the SCS for the public and other stakeholders. Additionally, CARB approved new GHG reduction targets in 2018 to be applied to the 2022 RTP/SCS.

MCTC staff will work with consultants as needed through the MCTC On-call Technical Services and Modeling Support Program to thoroughly analyze and report the findings of the SCS per Sustainable Communities Strategy Program and Evaluation Guidelines. MCTC will evaluate impacts to disadvantaged communities in support of an equitably directed RTP and SCS.

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

MCTC, in conjunction with the other seven San Joaquin Valley MPOs, also retained Trinity Consulting for assistance with Air Quality related elements of the 2018 RTP/SCS, specifically related to SB 375 emissions analysis and evaluation of Federal criteria pollutants.

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

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

#### Performance Monitoring Measures

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

#### California Planning Emphasis Areas

##### *Performance Management*

MCTC initiated a 2004 RTP Prioritization Study that for the first time prioritized RTP projects by cost effectiveness based upon established RTP performance measures. Projects are advanced for programming in the FTIP thereafter based upon deliverability within the four-year element of the FTIP. The 2022 RTP will utilize performance measures to reprioritize projects for each scenario developed for the SCS. The current performance measures are found in table 6-5 of the 2018 Regional Transportation Plan/Sustainable Communities Strategy and are summarized here:

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

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

PM 1: HSIP and Safety Performance

PM 2: Pavement and Bridge Condition Performance

PM 3: System Performance/Freight/CMAQ Performance

### **Task 1 RTP/SCS Outreach Activities**

- 1.1 Continue meeting with RTP/SCS Oversight Committee
- 1.2 Engage project stakeholders with activities related to the RTP/SCS at community workshops, online activities, surveying, through print media, etc.,
- 1.3 Coordinate activities in Disadvantaged Communities
- 1.4 Maintain and update RTP/SCS website

**Deliverable:** Draft Outreach Report Chapter of RTP/SCS to document comprehensive outreach activities, materials and input received.

**Responsible Party:** MCTC Staff, Consultant

### **Task 2 SCS Scenario Planning**

- 2.1 Analyze community/stakeholder feedback
- 2.2 Establish new scenario features
- 2.3 Prepare technical modeling inputs differentiating scenarios
- 2.4 Create model runs for scenarios
- 2.5 Evaluate results of generated from scenarios
- 2.6 Report to Oversight Committee and project stakeholders on scenario performance
- 2.7 Select preferred SCS scenario
- 2.8 Finalize SCS scenario analysis for the RTP/SCS

**Deliverable:** Draft SCS Report for the RTP/SCS including scenario development process, scenario characteristics, scenario performance

**Responsible Party:** MCTC Staff

### **Task 3 RTP/SCS Equity Analysis**

- 3.1 Assist local agencies with Hot-spot emissions assessment as needed.
- 3.2 Provide model data as requested to state and Federal partners in support of emissions/air quality planning

**Deliverable:** Draft Equity Analysis Report for the RTP/SCS including assessment of impacts to disadvantaged communities and equitability of planned investments

**Responsible Party:** MCTC Staff

#### **Task 4 RTP/SCS Chapter Elements**

- 4.1 Develop plan elements including sections covering:
  - a. Existing conditions
  - b. Regulatory settings
  - c. Long range projections
  - d. Policy goals and objectives
  - e. Multi-modal system planning
  - f. Performance based planning
  - g. Financial investment
- 4.2 Incorporate analysis findings including:
  - a. Sustainable Communities Strategy
  - b. Equity Analysis
- 4.3 Document overall outreach efforts

**Deliverable:** Draft 2022 RTP/SCS

**Responsible Party:** MCTC Staff

#### **Task 5 RTP/SCS Program Environmental Impact Report**

- 5.1 Finalize environmental analysis of required CEQA impacts including:
 

*Air quality, biological resources and endangered species, community impacts, health, land use, agriculture and open space resources, water quality, air quality conformity, visual aesthetic, transportation, disadvantaged communities/environmental justice, Title VI of the Civil Rights Act of 1964, geology, soils & minerals, greenhouse gas emissions analysis.*
- 5.2 Develop Draft PEIR for the 2022 RTP/SCS

**Deliverable:** Draft PEIR for the 2022 RTP/SCS

**Responsible Party:** MCTC Staff, Consultant

#### **Task 6 Begin SCS Evaluation Report**

- 6.1 Begin preparing SCS submittal report to CARB
- 6.2 Populate technical data tables with travel behavior data
- 6.3 Prepare SCS performance report responsive to Sustainable Communities Strategy Program and Evaluation Guidelines

**Responsible Party:** MCTC Staff

#### **Task 7 Amendments to the 2018 RTP**

- 7.1 As needed, amend the 2018 RTP

7.2 As needed, prepare emissions analysis for significant amendments to the 2018 RTP

**Responsible Party:** MCTC Staff

### Previous Work

- 2018 RTP/SCS
- PEIR for the 2018 RTP/SCS
- SCS SB375 Compliance Evaluation Report
- 2018 RTP/SCS Amendment 1

### Product

1. Draft 2022 RTP/SCS
2. Draft PEIR for the 2022 RTP/SCS
3. Amendments to the 2018 RTP as necessary

### Tasks

<b>Task</b>	<b>Task Description</b>	<b>Start Date</b>	<b>End Date</b>	<b>% of Work</b>
100.1	RTP/SCS Outreach Activities	Jul 2021	Apr 2022	15%
100.2	SCS Scenario Planning	Jul 2021	Oct 2022	15%
100.3	RTP/SCS Equity Analysis	Aug 2021	Oct 2022	10%
100.4	RTP/SCS Chapter Elements	Sep 2021	Jun 2022	25%
100.5	RTP/SCS Program Environmental Impact Report	Jul 2021	Jun 2022	25%
100.6	Begin SCS Evaluation Report	Mar 2022	Jun 2022	9%
100.7	Amendments to the 2018 RTP, as needed	Jul 2021	Jun 2022	1%
				100%

FTE: .66

**100 Regional Transportation Plan & EIR**

<b>REVENUE BY SOURCE</b>		<b>EXPENDITURES</b>	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	23,599	RTP EIR (Consultant)	83,746
MCTA		RTP/SCS Development (Consultant)	122,000
FHWA-PL	182,147		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	205,746	Subtotal	205,746
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	22,130	Direct Wages/Benefits plus Indirect:	192,937
MCTA			
FHWA-PL	170,807		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	192,937		
<b>Total:</b>	<b>398,683</b>	<b>Total:</b>	<b>398,683</b>

## WORK ELEMENT: 101 PERFORMANCE MEASURES

### Objective

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

### Discussion

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

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

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

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

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

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



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

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

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

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

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

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

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

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

### Performance Measures Applicability Summary

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

PM 2: Pavement and Bridge Condition Performance

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

PM 3: System Performance/Freight/CMAQ Performance

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

**Task 1 Coordination Activities:**

- 1.1 Coordinate with FHWA and Caltrans regarding Federal and State requirements. Caltrans conducts periodic assessment of target goals during their mid-performance review setting. MCTC will participate and review targets as appropriate to help the state with its reviews.
- 1.2 Coordinate with local agencies in regards to data and target setting.
- 1.3 Participate in training, workshops, meetings, and related activities

**Responsible Party:** MCTC Staff

**Task 2 Monitoring**

- 2.1 Monitor PM1 performance targets
- 2.2 Monitor PM2 performance targets and report processes for local agencies for performance measures.
- 2.3 Monitor PM3 performance targets
- 2.4 Monitor State and Federal guidance related to performance measures.

**Responsible Party:** MCTC Staff

**Task 3 Target Setting**

- 3.1 Establish PM1 performance targets

**Responsible Party:** MCTC Staff

### Previous Work

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

### Product

1. Safety targets (PM 1) for the region.
2. Coordinate with FHWA and Caltrans regarding Federal and State requirements.
3. Participation in training, workshops, and meetings related to performance measures.
4. Collaborate with local agency representatives and other stakeholders regarding goals, objectives, measures and targets and the development of planning documents related to developing targets.

5. Collect and report regional data on meeting targets, and all other reporting requirements as they relate to Safety, Pavements Condition, and System Performance.
6. Participation in Technical Advisory Group meetings for Performance Measures.
7. Monitor State and Federal guidance related to performance measures.

Tasks

Task	Task Description	Start Date	End Date	% of Work
101.1	Coordination Activities	Jul 2021	Jun 2022	45%
101.2	Monitoring	Jul 2021	Jun 2022	40%
101.3	Target Setting	Jan 2022	Feb 2022	15%
				100%

FTE: .11

**101 Performance Measures**

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	27,156
MCTA			
FHWA-PL	24,041		
FTA-Section 5303			
STIP – PPM	3,115		
Other			
Subtotal			
<b>Total:</b>	<b>27,156</b>	<b>Total:</b>	<b>27,156</b>

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## WORK ELEMENT: 102 REGIONAL HOUSING PLANNING PROGRAM

### Objective

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

### Discussion

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

#### Regional Early Action Planning (REAP):

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

#### Local Early Action Planning (LEAP) Grants:

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

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

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

#### Regional Housing Needs Assessment (RHNA) Plan:

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

include the housing needs of all income levels while avoiding further impacting communities with current relatively high proportions of lower income households.

### **Task 1 Administer Regional Early Action Planning (REAP) Funding**

1.1 Administer REAP funding for MCTC and with local agency partners.

**Responsible Party:** MCTC Staff

### **Task 2 Monitor Local Early Action Planning (LEAP) Funds and Provide Assistance**

2.1 Monitor LEAP funding to local agencies and provide assistance on an as needed basis.

**Responsible Party:** MCTC Staff

### **Task 3 Regional Housing Needs Assessment (RHNA) Plan**

3.1 Assist the State Housing and Community Development (HCD) in the preparation of the RHNA.

**Responsible Party:** MCTC Staff

## Previous Work

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

## Product

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

## Tasks

<b>Task</b>	<b>Task Description</b>	<b>Start Date</b>	<b>End Date</b>	<b>% of Work</b>
102.1	Administer Regional Early Action Planning (REAP) Funding	Jul 2021	Jun 2022 - Ongoing	10%
102.2	Monitor Local Early Action Planning (LEAP) Funds and Provide Assistance	Jul 2021	Jun 2022 - Ongoing	30%
102.3	Regional Housing Needs Assessment (RHNA) Plan	Jul 2021	Jun 2022	60%
				100%

FTE: .17

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	242,709
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
SJV REAP HOUSING	242,709		
Other			
Subtotal	242,709	Subtotal	242,709
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	52,732
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
SJV REAP HOUSING	52,732		
Other			
Subtotal	52,732		
<b>Total:</b>	<b>295,441</b>	<b>Total:</b>	<b>295,441</b>

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## WORK ELEMENT: 110 REGIONAL PLANNING DATABASE

### Objective

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

### Discussion

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

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

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

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

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

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



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

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

MCTC gather and augment projection data using local and state data. The projections pertain to socio-economic data used to project future conditions modeled in the RTP/SCS development process. MCTC staff will utilize its existing population and economic projection model developed by the Planning Center and explore updating the model as needed with assistance from consultants.

**Task 1 Madera County GIS Users Meeting**

- 1.1 Participate with GIS User Group coordinated by Madera County staff

**Responsible Party:** MCTC Staff

**Task 2 Maintain Layer Data and Database**

- 2.1 Maintain or reconfigure as needed layer data and database for regionally significant local roads to include “as built” configuration, planned configuration, pavement condition, maintenance status, and congestion levels.

**Responsible Party:** MCTC Staff

**Task 3 Maintain Layer and Database for Bridges**

**Responsible Party:** MCTC Staff

**Task 4 Maintain Layer and Database for Bicycle, Pedestrian, and Transit Networks**

**Responsible Party:** MCTC Staff

**Task 5 Maintain Administrative Layers for Land Use and Zoning**

**Responsible Party:** MCTC Staff

**Task 6 Maintain Layer and Database for Disadvantaged Communities**

- 6.1 Maintain layer and database for disadvantaged communities and acquire bicycle and pedestrian counts to be used in this database.

**Responsible Party:** MCTC Staff

**Task 7 Training**

7.1 Provide Training for MCTC staff

**Responsible Party:** MCTC Staff

**Task 8 Update Socio-economic Projections**

7.1 Utilize population and socio-economic projection model

7.2 Augment projection with local and state data

7.3 Update model as deemed necessary with consultant assistance

**Responsible Party:** MCTC Staff, Consultant

**Previous Work**

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

**Product**

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

Tasks

Task	Task Description	Start Date	End Date	% of Work
110.1	Madera County GIS User Group Meeting (Monthly)	Jul 2021	Jun 2022	10%
110.2	Maintain Layer Data and Database	Jul 2021	Quarterly	10%
110.3	Maintain Layer and Database for Bridges	Jul 2021	Quarterly	10%
110.4	Maintain Layer and Database for Bicycle Pedestrian, and Transit Networks	Jul 2021	Monthly	10%
110.5	Maintain Administrative Layers for Land Use and Zoning	Jul 2021	Monthly	10%
110.6	Maintain Layer and Database for Disadvantaged Communities	Jul 2021	Monthly	20%
110.7	Training	Jul 2021	Jun 2022	20%
110.8	Update Socio-economic Projections	Jul 2021	August 2021	10%
				100%

FTE: .17

**110 Regional Planning Database**

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	8,416	Direct Wages/Benefits plus Indirect:	48,670
MCTA			
FHWA-PL	32,937		
FTA-Section 5303			

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STIP - PPM	7,317		
Other			
Subtotal	48,670		
<b>Total:</b>	<b>48,670</b>	<b>Total:</b>	<b>48,670</b>

## WORK ELEMENT: 110.1 SAN JOAQUIN HOUSEHOLD TRAVEL SURVEY

### Objective

Collect household travel data in the entire San Joaquin Valley and provide input for the development of updated travel demand forecast models in the Valley to meet the federal & state requirements and the modeling needs in the Valley.

### Discussion

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

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

#### **Task 1 Develop & Issue Request For Proposals**

- 1 Develop & issue RFP for the valley-wide household travel survey.

**Responsible Party:** Fresno COG, in collaboration with the other valley COGs

#### **Task 2 Select Consultant**

- 2 A selection committee that comprises Valley COG staff will interview consultants and offer a recommendation to the COG Directors group.

**Responsible Party:** Fresno COG, in collaboration with the other valley COGs

#### **Task 3 Develop Draft Survey Methodology and Survey Instrument**

- 3 The consultant (team) will develop draft survey methodology and propose the design of survey instrument for review.

**Responsible Party:** Consultant

#### **Task 4 Develop Survey Sampling Design**

- 4 The consultant (team) will design survey sampling and present it for review.

**Responsible Party:** Consultant

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**Task 5 05 Recruit and Train the Interviewers**

**Responsible Party:** Consultant

**Task 6 Finalize the Survey Instrument and Procedures**

6 After the pretest of the survey instrument and procedures, survey instrument and methodology are adjusted and finalized.

**Responsible Party:** Consultant

**Task 7 Implement the Survey and Collect Household Travel Data**

7 Consultants begin the data collection process.

**Responsible Party:** Consultant

**Task 8 Process the Survey Data**

8 The consultant (team) will clean up and processes the survey data.

**Responsible Party:** Consultant

**Task 9 Prepare Draft Final Report for the Survey**

**Responsible Party:** Consultant

**Task 10 Presentation to Committees and the Policy Board**

10 The consultant presents the report to the Valley COG Directors, Fresno COG's Transportation Technical Committee, Policy Advisory Committee and Policy Board for final acceptance.

**Responsible Party:** Fresno COG Staff and Consultant

[Previous Work](#)

New Element

[Product](#)

1. RFP for the Valleywide household survey
2. Draft survey methodology and instrument design
3. Development of sample design
4. Public outreach plan
5. Final instrument design and interviewers trained
6. Survey data collected

Tasks

Task	Task Description	Start Date	End Date	% of Work
110.1.1	Develop and Issue RFP	Jul 2021	Sep 2021	5%
110.1.2	Select Consultant Team	Sep 2021	Nov 2021	2%
110.1.3	Develop Survey Methodology and Survey Instrument	Dec 2021	Jan 2022	13%
110.1.4	Survey Methodology and Instrument Design	Jan 2022	Feb 2022	10%
110.1.5	Recruit and Train Interviewers	Feb 2022	Feb 2022	10%
110.1.6	Finalize Survey Instrument and Procedure	Jan 2022	Feb 2022	10%
110.1.7	Implement Survey	Mar 2021	May 2021	15%
110.1.8	Process Data	May 2022	Jun 2022	15%
110.1.9	Develop Final Report	May 2022	Jun 2022	15%
110.1.10	Presentations	Jun 2022	Jun 2022	5%
				100%

FTE: .02

**110.1 San Joaquin Household Travel Survey**

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	27,081
MCTA			
FHWA-PL			
FTA-Section 5303			
HR 133 PPM	25,308		
STIP - PPM	1,773		
Other			
Subtotal	27,081	Subtotal	27,081

<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	4,920
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM	4,920		
Other			
Subtotal	4,920		
<b>Total:</b>	<b>32,001</b>	<b>Total:</b>	<b>32,001</b>



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## WORK ELEMENT: 112 REGIONAL TRANSPORTATION MODELING

### Objective

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

### Discussion

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

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

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

The current MCTC Model was updated by Elite Transportation Group and completed in the Fall of 2020, the primary activities of the update were included in Work Element 112.1 of the 2020/21 OWP. The update advanced the base year to 2018, applied latest planning assumptions related to travel behavior, and improved mode choice with more robust transit network modeling. The model will be utilized for activities supporting the development of the 2022 RTP/SCS and 2023 FTIP.

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

SB 743 (2013), requires that the existing metric of Level of Service (LOS), used in measuring transportation impacts in CEQA, be replaced with Vehicle Miles Travelled as a metric of analysis. MCTC has and continues to coordinate with local agencies and state staff regarding this change taking effect on July 1, 2020. The MCTC Model was updated with SB 743 in mind so it may serve as an adequate tool towards required travel analysis and impacts for the environmental review of projects in the Madera Region. MCTC staff will continue to collaborate with its partners to ensure the model is in a state to best assist local governments with the implementation of SB 743. Staff will provide technical assistance for using the traffic model to assess VMT analysis. The model update completed in fiscal year 2020/2021 featured new VMT analysis functionality and post-processing capabilities.

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

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

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

MCTC has prepared the model with latest planning assumptions for use in the 2022 RTP/SCS and 2023 FTIP modeling activities. These assumptions include a regional growth forecast that includes population, households, employment, housing units, school enrollment, etc. by the year 2046. The model functionality, composition, and output results are incorporated into various outreach and workshop activities where its use is applied with significant engagement on modeling activities taking place in conjunction with the development of the RTP/SCS and corresponding Conformity Analysis.

### **Task 1 2022 RTP/SCS and EIR Scenario Modeling**

1.1 Model project base year

1.2 Model SCS scenario projections for project horizon year and SB375 analysis year

**Deliverable:** Model output for multiple planning forecast scenarios by project base year, horizon year and SB375 analysis year

**Responsible Party:** MCTC Staff

**Task 2 2023 FTIP and 2022 RTP/SCS and EIR Corresponding Conformity Analysis Modeling**

2.1 Model various interim analysis years as required to demonstrate conformity

**Deliverable:** Model output for multiple interim analysis years required for Federal air quality determinations.

**Responsible Party:** MCTC Staff

**Task 3 Additional Local Agency and Partner Modeling and Technical Support**

3.1 Assist local agencies with modeling assistance where needed

3.2 Provide model data as requested to state and Federal partners

**Deliverable:** Model run, model output data

**Responsible Party:** MCTC Staff

**Task 4 Additional Model Runs for Significant Amendments of the RTP and FTIP**

4.1 When needed, Run model for significant amendments of the RTP and FTIP

**Deliverable:** Model run, model output data

**Responsible Party:** MCTC Staff

**Task 5 Continue Multi-agency Coordination for Air Quality Planning Activities**

5.1 When needed, Run model for significant amendments of the RTP and FTIP

**Deliverable:** Model run, model output data

**Responsible Party:** MCTC Staff

[Previous Work](#)

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

[Product](#)

1. 2022 RTP/SCS Scenario Modeling
2. 2023 FTIP and 2022 RTP/SCS and EIR Conformity Modeling
3. Create Model Runs for Significant RTP and FTIP Amendments
4. Provide Modeling Data and Assistance

- 5. 2018 Travel Demand Model Base Year
- 6. VMT Post-processing tool

Tasks

Task	Task Description	Start Date	End Date	% of Work
112.1	2022 RTP/SCS Scenario Modeling	Jul 2021	Oct 2021	40%
112.2	2023 FTIP and 2022 RTP/SCS and EIR Conformity Modeling	Jul 2021	Nov 2021	50%
112.3	Additional modeling in support of local agencies and state and Federal partners	Jul 2021	Jun 2022	5%
112.4	Model runs for RTP and FTIP significant amendments	Jul 2021	Jun 2022	5%
				100%

FTE: .21

**112.0 Regional Transportation Modeling**

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Technical/Modeling On-Call Services (Consultant)	50,000
MCTA		Cloud Computing (Valley)	1,000
FHWA-PL	48,249	Software Maintenance	3,500
FTA-Section 5303			
STIP - PPM	6,251		
Other			
Subtotal	54,500	Subtotal	54,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	71,062
MCTA			
FHWA-PL	62,911		
FTA-Section 5303			
STIP - PPM	8,151		
Other			
Subtotal	71,062		
<b>Total:</b>	<b>125,562</b>	<b>Total:</b>	<b>125,562</b>

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## WORK ELEMENT: 113 AIR QUALITY TRANSPORTATION PLANNING

### Objective

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

### Discussion

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

The California Transportation Plan 2050 (CTP) discussed needed action to ensure the state can meet ambitious goals for the future in creating more sustainable, resilient, and adaptive communities able to help mitigate future climate risks. MCTC sees the RTP/SCS and the CTP as related planning documents in outlining the shared local and state goals towards planning related to climate and the steps necessary to implement action to meet these goals. Staff will incorporate elements of the CTP where applicable into the region’s RTP/SCS development process.

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

Traditional control methods directed at stationary and mobile sources are reportedly reaching their limits of effectiveness. It is, therefore, necessary to review and broaden assignment of responsibility for the quality of our air. Local government control measures are being

implemented to address areas under the jurisdiction of local government. Additionally, as transportation choices made by the general public can significantly affect emissions from motor vehicles, education of the general public regarding effects of behavioral patterns is critical. MCTC coordinates and advises in the development of local government control measures and encourages conscientious travel choices. Pertinent air quality information is disseminated directly to the local tribal governments and MCTC staff is made available to assist with air quality requirements.

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

The EMFAC model developed by CARB plays an important role in analyzing impacts to air quality caused by travel behavior in the Madera Region. The model creates an inventory of various vehicle types operating throughout the state by specific region. This inventory includes low-emission and zero-emission vehicles (ZEV). The EMFAC model projects the expected market integration of ZEV in the Madera Region for MCTC, state and federal air quality analysis. MCTC has demonstrated its transportation planning related air quality impacts conform to the 2015 Ozone and 2012 PM<sub>2.5</sub> standards. The MCTC Policy board acknowledged these findings and directed MCTC staff to forward the results of the analysis to appropriate state and Federal authorities who concurred with the findings.

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

MCTC staff have established the latest planning assumptions to be utilized in the development of the 2022 RTP/SCS and EIR and the 2023 FTIP modeling activities. Staff will utilize data output from various analysis years to prepare air quality emissions analysis for SB375 and to demonstrate Federal air quality conformity. Modeling data output from various projection years and scenarios will be converted into EMFAC14 model inputs. The EMFAC14 model will be run to create detailed emission data upon which to develop emissions analysis for SB375 and Federal

air quality conformity requirements.

**Task 1 Prepare Air Quality Emissions Analysis for 2022 RTP/SCS and EIR as required for SB375 Scenarios**

- 1.1 Conversion of MCTC Model outputs into EMFAC14 inputs
- 1.2 Running EMFAC14 for SB375 analysis years
- 1.3 Prepare emissions analysis for 2022 RTP/SCS and EIR as required for SB375

**Deliverable:** 2022 RTP/SCS and EIR Emissions Analysis

**Responsible Party:** MCTC Staff

**Task 2 2023 FTIP and 2022 RTP/SCS and EIR Corresponding Conformity Analysis**

- 2.1 Conversion of MCTC Model outputs into EMFAC14 inputs
- 2.2 Run the EMFAC14 model for various years and seasons as needed for Federal air quality conformity
- 2.3 Prepare Federal conformity air quality analysis corresponding to the 2023 FTIP and 2022 RTP/SCS and EIR.

**Deliverable:** 2023 FTIP and 2022 RTP/SCS and EIR Corresponding Conformity Analysis.

**Responsible Party:** MCTC Staff, Consultant

**Task 3 Additional Local Agency and Partner Modeling and Technical Support**

- 3.1 Assist local agencies with Hot-spot emissions assessment as needed.
- 3.2 Provide model data as requested to state and Federal partners in support of emissions/air quality planning

**Deliverable:** Model run, model output data

**Responsible Party:** MCTC Staff, Consultant

**Task 4 RTP and FTIP Amendments Requiring a Federal Air Quality Conformity Determination**

- 6.1 Prepare new Air Quality Conformity Determinations as needed for amendments to the 2018 RTP and 2021 FTIP

**Deliverable:** Amended 2018 RTP and 2021 FTIP Federal Air Quality Conformity Analysis.

**Responsible Party:** MCTC Staff

**Task 5 Continue Multi-Agency Coordination for Air Quality Planning Activities**

- 5.1 Participate with Interagency Consultation (IAC) group on technical matters related to Air Quality analysis
- 5.2 Work with SJVAPCD and other agencies to determine if there are traffic control measures, reasonably available control measures and/or best available control measures able to be pursued for congestion or inclusion is attainment demonstrations

**Responsible Party:** MCTC Staff, Consultant

## Previous Work

1. Federal Air Quality Conformity Analysis Corresponding to the 2021 FTIP
2. 2015 Ozone Conformity Analysis, 2019 FTIP Amendment No. 3 (Type 5 – Formal), 2018 RTP Amendment No. 1
3. Federal Air Quality Conformity Analysis Corresponding to the 2018 RTP/SCS and EIR and 2019 FTIP
4. Emissions Analysis for the 2018 RTP/SCS and EIR as required for SB375

## Product

1. 2022 RTP/SCS and EIR Emissions Analysis as required for SB375
2. 2023 FTIP and 2022 RTP/SCS and EIR Corresponding Conformity Analysis
3. Federal Air Quality Conformity Analysis for Significant Amendments of the RTP or FTIP

## Tasks

<b>Task</b>	<b>Task Description</b>	<b>Start Date</b>	<b>End Date</b>	<b>% of Work</b>
113.1	2022 RTP/SCS SB375 Emissions Analysis	Jul 2021	Oct 2021	35%
113.2	2023 FTIP and 2022 RTP/SCS and EIR Conformity Analysis	Jul 2021	Nov 2021	50%
113.3	Additional air quality analysis in support of local agencies and state and Federal partners	Jul 2021	Jun 2022	5%
113.4	Amendments to the RTP or FTIP requiring new Federal Air Quality Conformity Analysis	Jul 2021	Jun 2022	5%
113.5	Continue Multi-Agency Coordination for Air Quality Planning Activities	Jul 2021	Jun 2022	5%
				100%

FTE:.27



**113 Air Quality Transportation Planning**

<b>REVENUE BY SOURCE</b>		<b>EXPENDITURES</b>	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	918	Air Quality Consultant	8,000
MCTA			
FHWA-PL	7,082		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	8,000	Subtotal	8,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	10,022	Direct Wages/Benefits plus Indirect:	87,375
MCTA			
FHWA-PL	77,353		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	87,375		
<b>Total:</b>	<b>87,375</b>	<b>Total:</b>	<b>87,375</b>

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## WORK ELEMENT: 120 GOODS MOVEMENT & HIGHWAYS PLANNING

### Objective

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

### Discussion

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

#### State Route 99 Coordination

MCTC staff has been in active coordination and consultation with Caltrans regarding the State Route 99 Corridor. Working with the Great Valley Center and Caltrans, a Business Plan was developed for the corridor running through the valley. Partly because of this coordination and Business Plan, the Proposition 1B bond included a State Route 99 earmark, the only transportation earmark in the bond placed before the voters. Those funds have been awarded to needed projects, but there is an additional \$5 Billion plus in projects remaining to be funded. The Business Plan was updated in February 2020 as well as a Financial Plan for the remaining projects that need to be funded.

MCTC staff has been in active coordination with the Valley MPOs and the San Joaquin Valley Regional Policy Council to aggressively pursue funds through the State budget, California Transportation Commission (CTC) allocation process or any other state sources to address safety, congestion management, and goods movement. The effort is to complete the State highway network in our region. The Policy Council will remain diligent in competing for additional state funds, including COVID-relief stimulus, to complete gap closures to improve safety and movement of goods. This includes building out SR 99 to a minimum of six-lanes, consistent with the Caltrans adopted State Route 99 Business Plan and addressing east-west connector routes such as Highway 41, 46, 120, 132, 198 and Interstate 205.

Throughout this process is the potential consideration by the State of interstate status for State Route 99. At the prompting of various valley interests, the Governor did issue a letter stating, without any financial commitment, that interstate status should be investigated. Caltrans in

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consultation with the Federal Highways Administration determined that pursuing interstate status was not feasible at this time, but will re-evaluate in the future.

#### San Joaquin Valley Interregional Goods Movement Plan

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

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

#### San Joaquin Valley Goods Movement Sustainable Implementation Plan

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

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

#### San Joaquin Valley I-5 Goods Movement Plan

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

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

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

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

The rail corridor system will allow goods currently being trucked through the Valley to be “diverted” to the rail corridor. This will relieve congestion, facility deterioration and air pollution by reducing truck vehicle miles traveled (VMT) – the number one contributor to all these factors. Cambridge Systematics has been retained to conduct an analysis of Short Haul Rail Intermodal Facilities in the San Joaquin Valley.

### Origin/Destination and Fiscal Impact Study

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

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

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

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

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

#### State Route 99 Corridor Plan

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

#### California Inland Port Feasibility Analysis – Phase III

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

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

Phase III of the California Inland Port Feasibility Analysis will include creating a California Inland Port Advisory Council; assessing market interest, support, and commitments among shippers; determining core project finance metrics; engage and work with the two Class One railroad companies; create functional transport centers that are models for clean energy transportation; develop associated economic competitiveness opportunities; and prepare a business plan for project implementation. MCTC has committed to provide a \$10,000 Planning Grant Match.

#### **Task 1 Review local agency circulation elements including goals, policies, and objectives**

1.1 Provide feedback and comments as necessary

**Responsible Party:** MCTC Staff

#### **Task 2 Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies**

2.1 Provide feedback and comments as necessary

**Responsible Party:** MCTC Staff

**Task 3 Prepare staff analysis on various studies, plans and reports on the State Highways System as needed**

3.1 Provide feedback and comments as necessary

**Responsible Party:** MCTC Staff

**Task 4 Participate where applicable with Phase III of the San Joaquin Valley Inland Port Feasibility Analysis**

4.1 Participate in analysis Advisory Council

4.2 Provide feedback and comments on the development of the analysis

**Responsible Party:** MCTC Staff

**Task 5 Participate and provide technical support for the SR 99 Corridor Plan**

5.1 Participate in plan oversight committee

5.2 Provide feedback and comments on the development of the plan

**Responsible Party:** MCTC Staff

**Previous Work**

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

**Product**

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

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4. Participate in the development of Phase III of the San Joaquin Valley Inland Port Feasibility Study
  5. Participate with the development of the SR 99 Corridor Plan.

Tasks

Task	Task Description	Start Date	End Date	% of Work
120.1	Review local agency circulation elements including goals, policies, and objectives	Jul 2021	Jun 2022	10%
120.2	Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies	Jul 2021	Jun 2022	10%
120.3	Prepare staff analysis on various studies, plans, and reports on the State Highways System as needed	July 2021	Jun 2022	10%
120.4	Participate where applicable with Phase III of the San Joaquin Valley Inland Port Feasibility Study	Jul 2021	Jun 2022	50%
120.5	Participate and provide technical support for the SR 99 Corridor Plan	July 2021	Jun 2022	20%
				100%

FTE: .17

**120 Goods Movement and Highways Planning**

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	10,000	Planning Grant Match	10,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	5,769	Direct Wages/Benefits plus Indirect:	50,300
MCTA			
FHWA-PL	44,531		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	50,300		
<b>Total:</b>	<b>60,300</b>	<b>Total:</b>	<b>60,300</b>



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## WORK ELEMENT: 122 PROJECT COORDINATION AND FINANCIAL PROGRAMMING

### Objective

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

### Discussion

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

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

#### **Task 1 Federal/State Project Programming and Delivery Requirements**

- 1.1 Review and maintain Federal/State programming and delivery requirements.

**Responsible Party:** MCTC Staff

#### **Task 2 Work with Local Agencies on Federal/State Project Programming and Delivery Requirements**

- 2.1 Provide staff time dedicated to keeping current with all State/Federal regulations affecting project delivery and working with local agencies to ensure that project planning

and programming work activities are responsive to these requirements, are timely, and are processed correctly.

**Responsible Party:** MCTC Staff

### **Task 3 Prioritize Projects in FTIP and RTP**

3.1 Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis.

**Responsible Party:** MCTC Staff

### **Task 4 Evaluate State Funding Programs for Applicability and Implementation**

4.1 Evaluate Strategic Growth Council's Affordable Housing and Sustainable Communities Program and other State funding programs for applicability and implementation in Madera County.

**Responsible Party:** MCTC Staff

### Previous Work

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

### Product

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

### Tasks

<b>Task</b>	<b>Task Description</b>	<b>Start Date</b>	<b>End Date</b>	<b>% of Work</b>
122.1	Federal/State Project Programming and Delivery Requirements	Jul 2021	Jun 2022	20%
122.2	Work with Local Agencies on Federal/State Project Programming and Delivery Requirements	Jul 2021	Jun 2022	30%
122.3	Prioritize Projects in FTIP and RTP	Jul 2021	Jun 2022	45%
122.4	Evaluate State Funding Programs for Applicability and Implementation	Jul 2021	Jun 2022	5%
				100%

FTE: .18

**122 Project Coordination and Financial Programming**

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	44,894
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM	44,894		
Other			
Subtotal	44,894		
<b>Total:</b>	<b>44,894</b>	<b>Total:</b>	<b>44,894</b>

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## WORK ELEMENT: 140 OTHER MODAL ELEMENTS

### Objective

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

### Discussion

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

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

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

The Bicycle and Pedestrian Facilities Plan was replaced by the 2018 Madera County Regional Active Transportation Plan (ATP) prepared by MCTC in consultation with Caltrans, local agencies, community groups and members of the public, which includes an audit of the bicycle and pedestrian networks, safety assessments, recommendations, and public outreach. The MCTC ATP lays the groundwork for an ongoing active transportation program to be utilized in all Madera County jurisdictions. MCTC will continue to encourage member agencies to implement active transportation projects and seek out grant funding opportunities that reduce GHG, VMT and achieve the goals of the sustainable communities strategies.

A Complete Streets Policy Guide was adopted by MCTC in 2018, in conjunction with the MCTC ATP, to assist local jurisdictions with the adoption of their own Complete Streets Policy. Complete Streets policies ensure a connected network of streets that are accessible to all users which can encourage mode shift no non-motorized transportation that will support the goals and objectives of the Active Transportation Plan and the Sustainable Communities Strategy. MCTC will continue to encourage member agencies to implement complete streets policies, active transportation projects and seek out grant funding opportunities that reduce GHG, VMT and achieve the goals of the sustainable communities strategies.

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

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

Caltrans District 6 is updating the Bicycle Guide for Complete Streets Elements 2015. The Bicycle Plan and Complete Streets Facilities for Caltrans District 6 (2019) has been completed. Towards an Active California State Bicycle & Pedestrian Plan was completed in 2017. MCTC will continue to coordinate local bicycle and pedestrian planning with Caltrans District 6.

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

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

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

MCTC staff will monitor the development of the California High-Speed Train. With the passage of Proposition 1A in November 2008, the High-Speed Train project was given an infusion of \$9.95 billion in bond funding. The California High-Speed Rail Authority has divided the proposed system into several segments for the purpose of Project-level Preliminary Engineering Design and Environmental analysis. Since Madera County sits on the "wye-connection" between three of these segments (San Jose-Merced, Merced-Fresno, and Fresno-Bakersfield), MCTC staff will attend meetings and engage in other forms of stakeholder outreach to ensure that the County is

fully represented at every step of the process. The 2012 CHSRA Business Plan funds the construction of the first phase of the segment through Madera and Fresno counties with the sale of Prop 1A bonds to match Federal CHSRA grant funds beginning in 2014. The 2018 RTP/SCS addresses local connectivity to the Merced and Fresno stations focusing on Amtrak along the SR 99 corridor and BRT along the SR 41 corridor into Fresno.

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

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

**Task 1 Review Planning issues related to bicycle and pedestrian facilities, aviation systems planning, and rail**

1.1 Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems. Continue to encourage member agencies to implement active transportation projects that reduce GHG, VMT and achieve the goals of the sustainable communities strategies.

1.2 Incorporate findings into the RTP/SCS where applicable

**Responsible Party:** MCTC Staff

**Task 2 Provide staff analysis of available funding resources for non-motorized, aviation, and rail planning projects**

2.1 Analyze and share information for new and existing resources able to support the regions multi-modal systems. Continue to encourage member agencies to seek all available funding sources to implement active transportation projects to reduce GHG, VMT and achieve the goals of the sustainable communities strategies.

**Responsible Party:** MCTC Staff

**Task 3 Participate in meetings/workshops related to ITS, rail, aviation, bicycle and pedestrian facilities, and other modal elements**

3.1 Participate in meeting and workshops hosted by local, regional, state, and Federal partners related to multi-modal transportation. Continue to encourage member agencies to implement active transportation projects that reduce GHG, VMT and achieve the goals of the sustainable communities strategies.

**Responsible Party:** MCTC Staff

**Task 4 Represent the Madera Region on the San Joaquin Valley Rail Committee**

4.1 Attend and participate in San Joaquin Valley Rail Committee Meetings

**Responsible Party:** MCTC Staff**Task 5 Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments**

5.1 Collect any important data and information related to maintaining or updating the Active Transportation Plan

5.2 Update the ATP webpage as needed

**Responsible Party:** MCTC Staff**Previous Work**

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

**Product**

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

**Tasks**

<b>Task</b>	<b>Task Description</b>	<b>Start Date</b>	<b>End Date</b>	<b>% of Work</b>
140.1	Review Planning issues related to bicycle and pedestrian facilities, aviation systems planning, and rail	Jul 2021	Jun 2022	15%

140.2	Provide staff analysis of available funding resources for non-motorized, aviation, and rail planning projects	Jul 2021	Jun 2022	20%
140.3	Participate in meetings/workshops related to ITS, rail, aviation, bicycle and pedestrian facilities, and other modal elements, monthly	Jul 2021	Jun 2022	20%
140.4	Represent the Madera Region on the San Joaquin Valley Rail Committee, quarterly	Jul 2021	Jun 2022	10%
140.5	Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments, maintain ATP webpage	Jul 2021	Jun 2022	35%
				100%

FTE: .43

**140 Other Modal Elements**

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	13,925	Direct Wages/Benefits plus Indirect:	121,400
MCTA			
FHWA-PL	107,475		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	121,400		
<b>Total:</b>	<b>121,400</b>	<b>Total:</b>	<b>121,400</b>



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## WORK ELEMENT: 150 PUBLIC PARTICIPATION PROGRAM

### Objective

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

### Discussion

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

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

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

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

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

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

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

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

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

Executive Order 13166 states that people who speak limited English should have meaningful access to federally conducted and federally funded programs and activities. It requires that all

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

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

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

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

In 2020, MCTC enhanced its public outreach process due to the COVID-19 pandemic to ensure the continued involvement of the public in the planning processes in the Madera region. Meetings through electronic video and teleconference are hosted for the Technical Advisory Committee, Measure T Citizens' Oversight Committee, Social Services Transportation Advisory Committee, and the MCTC Policy Board. Electronic meetings are more accessible for most individuals and online material is available at the public's convenience on the MCTC website. MCTC also continues to reach out to the public through social media and the MCTC website.

### **Task 1 MCTC Public Participation Plan Amendment**

- 1.1 Amend as necessary the MCTC Public Participation Plan to comply with Federal and State requirements.

**Responsible Party:** MCTC Staff

### **Task 2 Provide Spanish Language Translations**

- 2.1 Provide Spanish language translations.

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**Responsible Party:** MCTC Staff, Consultant

**Task 3 Tribal Government Consultation**

3.1 MCTC Staff will continue to Coordinate, Consult, Collaborate with tribal governments.

**Responsible Party:** MCTC Staff

**Task 4 Continued Consultation Policy**

4.1 Continued MCTC Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments.

**Responsible Party:** MCTC Staff

**Task 5 Bicycle and Pedestrian Programs**

5.1 Continue to encourage bicycle and pedestrian safety education programs and to seek funding for projects that will reduce GHG, VMT and assist with meeting the sustainable communities strategies.

**Responsible Party:** MCTC Staff

**Task 6 Electronic Video, Teleconference, Website and Social Media**

6.1 Continue electronic video and teleconference meetings

6.2 Maintain and improve website and social media to keep public informed about MCTC activities, public hearings, workshops, and meetings.

**Responsible Party:** MCTC Staff

**Task 7 Review CalEPA’s EnviroScreen 3.0 and Other Analysis Tools**

7.1 Review CalEPA’s EnviroScreenVersion 3.0 and other relevant analysis tools as they relate to identifying disadvantaged communities, where they are concentrated and how the transportation planning process may impact these communities

**Responsible Party:** MCTC Staff

**Task 8 Madera Community College Collaboration**

8.1 Collaborate with the Madera Community College Center to engage student community in outreach and education activities

**Responsible Party:** MCTC Staff

[Previous Work](#)

1. Document tribal government to government relations.
2. 2016, 2021 Policy for Government to Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments
3. San Joaquin Valley Blueprint – Vision and Values and Locally Preferred Scenario workshops.
4. Participation in the Central Valley Environmental Justice Project.
5. Conducted extensive outreach efforts with environmental justice communities as part of

the 2018 RTP and Unmet Transit Needs.

6. Title VI Analysis for the 2018 RTP.
7. 2015, 2015, 2021 Title VI Plan and Limited English Proficiency Plan.
8. 2020 MCTC Public Participation Plan.
9. MCTC Social Media Policy.
10. Conducted electronic video and teleconference meetings during COVID-19 pandemic.

## Product

1. Document tribal government to government public participation.
2. Title VI Compliance and updates, as necessary.
3. Conduct extensive outreach efforts with environmental justice communities as part of the 2021 Unmet Transit Needs.
4. Maintain and improve MCTC website and social media pages.
5. Conduct electronic video and teleconference meetings.

## Tasks

Task	Task Description	Start Date	End Date	% of Work
150.1	MCTC Public Participation Plan Amendment	Jul 2021	Jun 2022 or as needed	15%
150.2	Provide Spanish Language Translations	Jul 2021	Jun 2022 as needed	15%
150.3	Tribal Government Consultation	Jul 2021	Jun 2022 as needed	15%
150.4	Continued Consultation Policy	Jul 2021	Jun 2022 as needed	10%
150.5	Bicycle and Pedestrian Programs	Jan 2022	Jun 2022	10%
150.6	Video Teleconference, Website and Social Media	Jul 2021	Jun 2022 as needed	15%
150.7	Review CalEPA's Enviroscreen 3.0 and Other Analysis Tools	Jul 2021	Dec 2021	15%
150.8	Madera Community College Collaboration	Jan 2022	Jun 2022	5%
				100%

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**150 Public Participation Program**

<b>REVENUE BY SOURCE</b>		<b>EXPENDITURES</b>	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	3,097	Public Notices	5,000
MCTA		Translation Services	2,000
FHWA-PL	23,903	SJV Website	100
FTA-Section 5303		Outreach (Consultant)	19,900
STIP - PPM			
Other			
Subtotal	27,000	Subtotal	27,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	3,824	Direct Wages/Benefits plus Indirect:	33,335
MCTA			
FHWA-PL	29,511		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	33,335		
<b>Total:</b>	<b>60,335</b>	<b>Total:</b>	<b>60,335</b>

## WORK ELEMENT: 150.1 PUBLIC OUTREACH COORDINATION AND IMPLEMENTATION

### Objective

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

### Discussion

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

#### *MCTC Public Participation Plan Update*

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

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

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

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

MCTC staff are currently in the early stages of development for the 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) scheduled for adoption in Summer of

2022. The RTP/SCS is the long-range planning vision for the Madera County region. The RTP/SCS outlines policies, strategies, and projects for advancing the region's mobility, economy, and sustainability. The RTP/SCS will have a planning horizon year of 2046. A key requirement of developing the RTP/SCS is engagement with a variety of important participants including the public, community organization, public agencies, the business community, elected officials, and tribal governments.

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

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

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

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

A consultant will be responsible for coordinating an array of outreach activities and events including venues booking, creation of educational materials and presentations, designing interactive workshop feedback activities and surveys, documenting outreach events and tabulating, summarizing or processing results of various feedback activities during these engagements. Specific scenario visioning activity should be designed for these events. Workshops and/or events will be held in each incorporated city in Madera County and strategically in unincorporated communities of Madera County. Accommodations or specifically focused events will be targeted for non-English speaking communities/neighborhoods or other under-represented populations. Additional meetings will be coordinated as needed with focused groups or individuals from local institutions, health services, community-based organizations or



with other relevant stakeholders. The schedule of outreach activities for the RTP/SCS should revolve around key project development phases or milestones corroborated by MCTC staff focusing on introduction/education of the long-range planning process, development of the plan and scenarios and finalizing/presenting the plan and its anticipated impacts.

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

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

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

### **Fiscal Year 2020/21 Tasks**

#### **Task 1 – Project Initiation/Kickoff**

- 1.1 Distribute Request for Proposals
- 1.2 Score proposals
- 1.3 Award contract
- 1.4 Establish procedures and protocols
- 1.5 Finalize project scope and schedule/management plan.
- 1.6 Establish key contact's network

**Responsible Parties:** MCTC Staff

### **Fiscal Year 2021/22 Tasks**

#### **Task 2 Public Participation Update**

- 2.1 Review Public Participation Plan
- 2.2 Recommended plan updates
- 2.3 Prepare Draft Public Participation Plan
- 2.4 Finalize Public Participation Plan Update

**Responsible Parties:** MCTC Staff, Consultant

**Task 3 Focused Long-range Planning Engagement Activities**

- 3.1 Catalog of contacts by Stakeholder, Committee, CBO, organizations/clubs and all other identified participants (MCTC Staff, consultant)
- 3.2 Coordination of outreach activities/workshops/surveying both online and in person/hard copied where necessary (consultant)
- 3.3 Conducting information/education webinars and workshops (MCTC Staff, consultant)
- 3.4 RTP/SCS Outreach Summary Report as either chapter or appendix element of final document (consultant)
- 3.5 RTP/SCS branding/logo/graphics, part of site development timeline work (consultant)
- 3.6 Design RTP/SCS Information and Outreach Webpage (consultant)

**Responsible Parties:** MCTC Staff, Consultant

Previous Work

New Work Element

Product

- 1. Public Participation Plan Update
- 2. Transportation webinars and workshops
- 3. Transportation planning feedback surveys
- 4. Interactive feedback tools
- 5. Webpage for providing information and receiving feedback
- 6. RTP/SCS Outreach Summary Report

Tasks

Task	Task Description	Start Date	End Date	% of Work
150.1.1	Project Procurement Kickoff	May 2020	Jun 2020	5%
150.1.2	Public Participation Plan Update	July 2020	Sept 2020	15%
150.1.3	Focused Long-range Planning Engagement Activities	Jul 2021	Jun 2022	80% (sum of below)
	<i>Stakeholder Coordination</i>	Jul 2021	Aug 2021	10%

	<i>Outreach Activity Coordination</i>	Aug 2021	Oct 2021	15%
	<i>RTP/SCS Workshop and Webinars</i>	Sept 2021	Jan 2022	30%
	<i>RTP/SCS Outreach Summary Report</i>	Mar 2022	Apr 2022	15%
	<i>RTP/SCS Information and Feedback Website/branding</i>	Jul 2021	Aug 2021	10%
				100%

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**150.1 Public Outreach Coordination and Implementation**

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	11,470	Consultant	100,000
MCTA			
FHWA-PL	88,530		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	100,000	Subtotal	100,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	909	Direct Wages/Benefits plus Indirect:	7,928
MCTA			
FHWA-PL	7,019		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	7,928		
<b>Total:</b>	<b>107,928</b>	<b>Total:</b>	<b>107,928</b>

## WORK ELEMENT: 151 ALTERNATIVE TRANSPORTATION ACTIVITIES

### Objective

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

### Discussion

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

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

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

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

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

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

In 2016 the California High Speed Rail Authority released its 2016 Business Plan. The plan calls for a transfer of riders from Amtrak and High Speed Rail to take place in Madera due to the proximity of the proposed High Speed Rail alignment and the existing alignment of the BNSF railroad Amtrak currently operates on. MCTC Staff is engaged with staff from Madera County, City of Madera, San Joaquin Joint Powers Authority and CHSRA in planning for an inclusive and effective transfer station between Amtrak and High Speed Rail in Madera. Staff will continue to work with its partners in this planning effort throughout the 2021-2022 fiscal year.

On April 26, 2018, California State Transportation Agency announced that the SJJPA and San Joaquin Valley Rail Committee applied for and was successful in being awarded \$500.5 million of Transit and Intercity Capital Program (TIRCP) funding to expand San Joaquins and ACE services. As part of this service, the Sacramento Subdivision will be upgraded between Sacramento and Stockton to allow for passenger rail service with up to six new stations along the corridor. Additionally, new layover facilities will be constructed in Natomas (in Sacramento) and Fresno, and two trainsets may be procured for the expanded service. Additional projects to be funded with these funds include additional parking, a new station in Oakley, and a relocated Madera Station. The application identifies \$26.7 million of the TIRCP award for the Madera Station relocation. MCTC staff will monitor and participate in activities related to the project as needed throughout 2021-2022.

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

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

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

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

**Task 1 Rideshare Program**

1.1 Represent rideshare program as required.

**Responsible Party:** MCTC Staff

**Task 2 Rideshare Promotional Materials**

2.1 Provide rideshare promotional materials as required.

**Responsible Party:** MCTC Staff

**Task 3 Develop Promotional Materials**

3.1 Develop/print promotional materials.

**Responsible Party:** MCTC Staff

**Task 4 Maintain and update TDM activities on MCTC website**

**Responsible Party:** MCTC Staff

**Task 5 Community Outreach**

5.1 Conduct community outreach activities as needed.

**Responsible Party:** MCTC Staff

**Task 6 Participate in CalVans joint powers agency**

**Responsible Party:** MCTC Staff

**Task 7 Participate in San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee**

7.1 Participate in activities related to the San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee, and other commuter rail subjects of interest to the Madera region as needed.

**Responsible Party:** MCTC Staff

### Task 8 Coordination of Trip Reduction Programs

8.1 Coordinate with tribes and major employers on employer-based trip reduction programs for existing and future employment centers.

**Responsible Party:** MCTC Staff

#### Previous Work

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

#### Product

1. Maintain and update website and develop promotional materials.

#### Tasks

Task	Task Description	Start Date	End Date	% of Work
151.1	Rideshare Program	Jul 2021	Jun 2022	10%
151.2	Rideshare Promotional Materials	Jul 2021	Jun 2022	5%
151.3	Develop Promotional Materials	Jul 2021	Jun 2022	10%
151.4	Maintain and update TDM activities on MCTC website	Jul 2021	Jun 2022	10%
151.5	Community Outreach	Jul 2021	Jun 2022	10%
151.6	Participate in CalVans joint powers agency	As Required		10%

151.7	Participate in San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee	Jul 2021	Jun 2022	40%
151.8	Coordination of Trip Reduction Programs	Jul 2021	Jun 2022	5%
				100%

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**151 Alternative Transportation Activities**

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	52,138	Direct Wages/Benefits plus Indirect:	52,138
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	52,138		
<b>Total:</b>	<b>52,138</b>	<b>Total:</b>	<b>52,138</b>



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## WORK ELEMENT: 200 TRANSPORTATION DEVELOPMENT PROGRAM

### Objective

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

### Discussion

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

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

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

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

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

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

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

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

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

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**Task 1 Review California Transportation Commission Fund Estimates and policies**

1.1 Review State funding estimates and policy guidelines and updates.

**Responsible Party:** MCTC Staff

**Task 2 Review Caltrans proposed IIP and solicit local agency input**

2.1 Review State transportation planning and coordinate with local agencies.

**Responsible Party:** MCTC Staff

**Task 3 Begin preparation of 2023 FTIP and Air Quality Conformity Documents and amend 2021 FTIP**

3.1 Begin preparation of 2023 FTIP and Air Quality Conformity Analysis for the 2023 FTIP and 2022 RTP. Continue to amend the 2021 FTIP on an as needed basis.

**Responsible Party:** MCTC Staff

**Task 4 Coordination of FTIP and RTP**

5.1 Ongoing coordination of the 2021 FTIP and 2018 RTP.

**Responsible Party:** MCTC Staff

**Task 5 Prepare, submit, and upload various CMAQ Reports**

5.1 Prepare annual reports for the CMAQ Program and input to Federal database.

**Responsible Party:** MCTC Staff

**Task 6 Prepare and submit AB 1012 Report**

6.1 Prepare and submit annual AB 1012 Report to Caltrans Division of Local Assistance on status of CMAQ obligations for the Fiscal Year. Coordinate with local agencies.

**Responsible Party:** MCTC Staff

**Task 7 Participate in Statewide CFPG and Program CTIPS**

7.1 Participate in the California Federal Programmers Group and program the FTIP utilizing the Caltrans CTIPS database.

**Responsible Party:** MCTC Staff

**Task 8 Prepare Annual Listing of Federal Projects**

8.1 Prepare and post the Annual Listing of Federal Projects that obligated funds during the prior Federal fiscal year.

**Responsible Party:** MCTC Staff

**Task 9 Begin preparation of the 2022 RTIP**

10.1 Begin preparation of the 2022 Regional Transportation Improvement Program in conjunction with the 2022 Statewide Transportation Improvement Program.

**Responsible Party:** MCTC Staff

**Task 10 CMAQ Call for Projects**

11. 1 Conduct a CMAQ Call for Projects (if necessary) for the 2023 FTIP. Solicit and evaluate proposals from local agencies. Approve projects and amend into FTIP.

**Responsible Party:** MCTC Staff

**Previous Work**

1. Exchanged RSTP.
2. Programmed CMAQ funding consistent with adopted Expedited Project Selection Process (EPSP).
3. Coordinated FTIPs with RTIPs.
4. Provided updated information to member agencies concerning AB 1012 activities and new State requirements for the “timely use” of State and Federal funds.
5. Prepared “local” Obligation Plans for the CMAQ program to track regional obligation progress in meeting AB 1012 requirements.
6. Entered MOU with Caltrans to “Lump-Sum” the State Highway Operation and Protection Program (SHOPP) to help accelerate the delivery of State projects.
7. Adopted previous Madera County FTIPs and Air Quality Conformity Findings.
8. Various FTIP amendments.
9. Adopted RTIPs.
10. Annual Listing of Obligated Projects: 2002-2020.
11. Conducted a CMAQ Call for Projects in FY 19-20.
12. 2021 FTIP and Air Quality Conformity Analysis adopted in February 2021.

**Product**

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

## Tasks

<b>Task</b>	<b>Task Description</b>	<b>Start Date</b>	<b>End Date</b>	<b>% of Work</b>
200.01	Review California Transportation Commission Fund Estimates and policies	Jul 2021	Jun 2022	2%
200.02	Review Caltrans proposed IIP and solicit local agency input	Jul 2021	Jun 2022 – as information becomes available	3%
200.03	Begin preparation of 2023 FTIP and Air Quality Conformity Documents and amend 2021 FTIP	Jul 2021	Jun 2022 - as needed/required through entire Fiscal Year, as requested by State and local agencies	60%
200.04	Coordination of FTIP and RTP	Jul 2021	Jun 2022 - as needed/required through entire Fiscal Year	5%
200.05	Prepare, submit, and upload various CMAQ Reports	4Q 2021	4Q 2021	10%
200.06	Prepare and submit AB 1012 Report	1Q 2022	1Q 2022	2%
200.07	Participate in Statewide CFPG and Program CTIPS	Jul 2021	Jun 2022 – through entire Fiscal Year	4%
200.08	Prepare Annual Listing of Federal Projects	4Q 2021	4Q 2021	3%
200.09	Begin preparation of the 2022 RTIP	July 2021	Dec 2021	5%
200.10	CMAQ Call for Projects	Aug 2021	Nov 2021	6%
				100%

FTE: .50

**200 Transportation Program Development**

<b>REVENUE BY SOURCE</b>		<b>EXPENDITURES</b>	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	160,990
MCTA			
FHWA-PL	142,524		
FTA-Section 5303			
HR 133 PPM	18,466		
STIP – PPM			
Other			
Subtotal	160,990		
<b>Total:</b>	<b>160,990</b>	<b>Total:</b>	<b>160,990</b>

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

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

**Discussion**

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

MCTC staff works closely with the Social Service Transportation Advisory Council (SSTAC) required by SB 498. The SSTAC will participate in the 2021-22 Unmet Transit Needs process by reviewing public testimony and submitting annual recommendations to the MCTC Policy Board regarding any unmet public transit needs in Madera County. If it is found that there are unmet transit needs which are reasonable to meet, TDA funding must be used to address those unmet needs before being released to local agencies for local streets and roads expenditures.

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

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

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

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

**Task 1 Apportionment and Allocation**

- 1.1 Prepare finding of apportionment for LTF/STA and make allocations

**Responsible Party:** MCTC Staff

**Task 2 Claims**

- 2.1 Review and process LTF/STA claims.
- 2.2 Review for conformance with applicable TDA law, the RTP and SRTDP

**Responsible Party:** MCTC Staff

**Task 3 LTF/STA Financial Reports**

- 3.1 Prepare LTF/STA financial reports

**Responsible Party:** MCTC Staff

**Task 4 SSTAC Meeting**

- 4.1 Conduct meeting of the SSTAC

**Responsible Party:** MCTC Staff

**Task 5 Unmet Transit Needs Hearing**

- 5.1 Conduct Unmet Transit Needs Hearing

**Responsible Party:** MCTC Staff

**Task 6 Unmet Needs Staff Report**

- 6.1 Prepare Unmet Needs Staff Report

**Responsible Party:** MCTC Staff

**Task 7 Financial Records**

- 7.1 Maintain appropriate financial activity records

**Responsible Party:** MCTC Staff

**Task 8 Fiscal Audits**

- 8.1 Contract for appropriate fiscal audits

**Responsible Party:** MCTC Staff



**Task 9 PTMISEA Administration**

9.1 Administer Prop 1B transit program – PTMISEA

**Responsible Party:** MCTC Staff

**Task 10 Development of Project Application Assistance**

10.1 Assist local agencies in development of project applications for Section 5311, 5311 (f) Section 5310; Section 5304; Section 5307

**Responsible Party:** MCTC Staff

**Task 11 LCTOP Administration**

11.1 Administer LCTOP program

**Responsible Party:** MCTC Staff

**Task 12 SGR Administration**

12.1 Administer SGR program

**Responsible Party:** MCTC Staff

[Previous Work](#)

1. Records of LTF/STA apportionment, allocations, and claims.
2. LTF/STA fiscal and performance audits.
3. Social Services Transportation Advisory Council meetings.
4. Unmet Transit Needs Hearings.
5. 2017 Triennial Performance Audit
6. 2020 Triennial Performance Audit.
7. Prop 1B: PTMISEA administration.
8. LCTOP administration.
9. SB 1 State of Good Repair administration.

[Product](#)

1. LTF/STA finding of apportionment, allocations, and claims.
2. LTF/STA fiscal audits.
3. Project Lists and Reporting for related funding programs.
4. Social Services Transportation Advisory Council meetings as required.
5. Unmet Transit Needs Hearing and staff report.
6. Documentation of FY 2021-22 Unmet Needs Process.
7. Prop 1B: PTMISEA suballocation, application processing, tracking, and reporting.
8. LCTOP allocation, application processing, tracking, and reporting.
9. SGR suballocation, project list processing, tracking, and reporting.

## Tasks

<b>Task</b>	<b>Task Description</b>	<b>Start Date</b>	<b>End Date</b>	<b>% of Work</b>
901.1	Apportionment and Allocation	May 2022		5%
901.2	Claims	Jul 2021	Jun 2022	20%
901.3	LTF/STA Financial Reports	Dec 2021	Dec 2021	20%
901.4	SSTAC Meeting	Mar 2022	May 2022	5%
901.5	Unmet Transit Needs Hearing	Apr 2022	Apr 2022	5%
901.6	Unmet Needs Staff Report	Apr 2022	Apr 2022	21%
901.7	Financial Records	Jul 2021	Jun 2022	5%
901.8	Fiscal Audits	Aug 2021		2%
901.9	PTMISEA Administration	Jul 2021	Jun 2022	5%
901.10	Project Application Assistance	Jul 2021	Jun 2022	2%
901.11	LCTOP Administration	Jul 2021	Jun 2022	5%
901.12	SGR Administration	Jul 2021	Jun 2022	5%
				100%

FTE: .44

**901 Transportation Funds Administration**

<b>REVENUE BY SOURCE</b>		<b>EXPENDITURES</b>	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	32,000	Audits	10,000
MCTA		Translation Services	2,000
FHWA-PL		Public Notices	1,000
FTA-Section 5303		Other Costs	19,000
STIP - PPM			
Other			
Subtotal	32,000	Subtotal	32,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	71,235	Direct Wages/Benefits plus Indirect:	71,235
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	71,235		
<b>Total:</b>	<b>103,235</b>	<b>Total:</b>	<b>103,235</b>

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## WORK ELEMENT: 902 OVERALL WORK PROGRAM

### Objective

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

### Discussion

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

#### Task 1 OWP Development

- 1.1 Initiate OWP development process
- 1.2 Review IPG and State OWP Guidelines

**Responsible Party:** MCTC Staff

#### Task 2 Project Identification

- 2.1 Identify local project needs through public input

**Responsible Party:** MCTC Staff

#### Task 3 Circulation

- 3.1 Develop and circulate Draft OWP and Budget for public and agency review

**Responsible Party:** MCTC Staff

#### Task 4 Adoption

- 4.1 Complete OWP
- 4.2 Adopt OWP with compliance certifications and process agreement

**Responsible Party:** MCTC Staff

#### Task 5 Reporting

- 5.1 Complete Quarterly Reports

**Responsible Party:** MCTC Staff

### Previous Work

MCTC Overall Work Program and Budget.

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 Product

1. 2022-23 MCTC Overall Work Program and Budget.
2. Quarterly Reports.

## Tasks

<b>Task</b>	<b>Task Description</b>	<b>Start Date</b>	<b>End Date</b>	<b>% of Work</b>
902.1	OWP Development	Nov 2021	Feb 2022	35%
902.2	Project Identification	Oct 2021	Feb 2022	15%
902.3	Circulation	Feb 2022	Mar 2022	15%
902.4	Adoption		Apr 20, 2022	5%
902.5	Reporting	Quarterly Jul 2021	Jun 2022	30%
				100%

FTE: .16

**902 Overall Work Program & Budget**

<b>REVENUE BY SOURCE</b>		<b>EXPENDITURES</b>	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	5,396	Direct Wages/Benefits plus Indirect:	32,332
MCTA			
FHWA-PL	26,936		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	32,332		
<b>Total:</b>	<b>32,332</b>	<b>Total:</b>	<b>32,332</b>

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## WORK ELEMENT: 906 FRESNO-MADERA SUSTAINABLE CORRIDOR STUDY

### Objective

As a joint endeavor between the Fresno Council of Governments and the Madera County Transportation Commission, the primary purpose of the Fresno-Madera Sustainable Corridor Study is to determine the future transportation needs of the northern portion of State Route 41 that runs through the core of the City of Fresno and continues north into the future developed area of Madera County. This Study will also include the major connecting corridor that serve residents of both counties, Avenue 9, which links SR41 and SR99 in southern Madera County. The joint study will provide direction for both Counties as residential population and the need for sustainable transportation improvements continues to increase along the corridor. Fresno COG and Madera CTC anticipate that the general public and disadvantaged communities will be stakeholders for all public outreach efforts.

Fresno COG and Madera CTC intend to engage with a consulting firm for study development. The study is funded by state Senate Bill 1 and federal Consolidated Planning Grant (CPG) funds. The final corridor study should be completed in June of 2021. The funds will expire on February 28, 2023. Following the main objectives of Senate Bill 1 planning grant dollars, this study will be a comprehensive planning effort between the regional planning agencies (Fresno COG and Madera CTC), and Caltrans. An emphasis will be placed on strategies and recommendations that provide more transportation choices and reflect local community needs while simultaneously reducing congestion and greenhouse gas emissions.

### Discussion

Fresno COG and Madera CTC understand the need for a sustainable corridor strategy that is in line with the California Transportation Commission's Comprehensive Multimodal Corridor Plan Guidelines and Caltrans Corridor Planning Guidebook. This study will use these matrices and planning principles to guide development of the corridor plan. This study will take a comprehensive look at Travel Demand Management (TDM) strategies along the corridor, including how to best integrate strategies such as HOV express lanes, dedicated transit lanes, and active transportation features into the corridor to promote efficiency and reduce our environmental impact as the region continues to grow.

The study area proposed encompasses two parts. The main trunk is a 19 mile stretch of State Route 41 starting at the junction of SR41 and SR99 south of Downtown Fresno and rising north to the Madera Canal at Avenue 15 in Madera County. SR41 currently exists as a 4 to 6 lane divided freeway for nearly the entire stretch of the study area located in Fresno County. In Madera County, the highway transitions to an undivided 2 lane highway southbound, with 1 lane going north. The second part, Avenue 9, is a 10.7 mile stretch of mostly undivided single lane roadway

located in rural southern Madera County, connecting to SR 41 at Children’s Blvd and extending westward to an interchange with State Route 99, providing access to both northbound and southbound on-ramps.

The proposed study area along State Route 41 will see changes in the future, mostly located on the undeveloped Madera County side. Two new self-sustainable master planned communities in Madera County will bring over 10,000 new residences to the corridor. Southeast of Avenue 12 and SR41, the master planned community of Riverstone is projected to bring roughly 6,600 of these new residences, while the planned community northeast of Avenue 15 and SR41, Tesoro Viejo, will bring around 5,200. Both communities will also include new educational centers, retail and commercial hubs, office parks, as well as light industrial space. Sales and construction of both communities started in the late 2010s.

At Avenue 9/Children’s Blvd and SR41, the existing Valley Children’s Hospital, a regional hub for pediatric care, has signaled they intend to move forward with further expansions of their campus by purchasing additional land. Community Regional Medical Centers has also purchased hundreds of acres of land directly northeast of Avenue 12 and SR41, with the intention of eventually opening a medical center to complement the growth of adjacent populations.

Directly feeding into State Route 41, Avenue 9 has seen increased traffic as the Fresno metropolitan area grows northward, providing an easier access to point to northbound SR99 by using Avenue 9 to connect from NB SR41. SR99 is the primary route utilized to travel in the heart of the San Joaquin Valley, as it provides key connections to both Northern and Southern California. Avenue 9 currently exists as a single lane undivided road, shared by farming equipment and heavy-duty trucks, residents and workers who live along the roadway, and commuters who are travelling between Madera and Fresno and beyond. Data from TIMS (Transportation Injury Mapping System), UC Berkeley shows that during a 10-year period (2009-2018), there were 3 fatal crashes and 115 injury crashes on this segment of Avenue 9. Causes contributing to this higher than average rate include limited shoulder areas, the absence of passing lanes, and narrow travel lanes. Limited right-of-way has prevented further safety improvements according to Madera County. The joint study between Fresno COG and Madera CTC will evaluate the safety of Avenue 9 and recommend improvements to the corridor that will be able to handle the volume of travel anticipated as the region grows.

Fresno COG and Madera CTC understand that future growth will significantly affect the transportation system that currently exists. Together, this study will review existing and future land use and transportation plans to understand the growth potential and impact to the corridor. Similarly, the plan aims to provide sustainable recommendations for future improvements to the corridor, relying on a bi-county modelling approach to forecast traffic growth along the corridor, and the sustainable strategies that will allow both Counties to remedy any impacts and reduce greenhouse gas emissions.



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Fresno COG is the lead agency for the project and will be responsible for all reporting, invoicing, and communication with Caltrans.

### **Fiscal Year 2020/21 Tasks**

#### **Task 01** Finalize Scope of Work

- Fresno COG, Madera CTC, City of Fresno, County of Madera, and Caltrans staff hold meetings to coordinate priorities, agree to financial commitments, and finalize the scope of work.
- **Responsible Party:** Fresno COG, Madera CTC, City of Fresno, County of Madera, and Caltrans staff

#### **Task 02** Request for Proposal Development

- Fresno COG and Madera CTC staff will coordinate and produce an RFP for release.
- **Responsible Party:** Fresno COG and Madera CTC

#### **Task 03** Consultant Selection Process

- Development of scoring criteria and consultant selection team. Selected contract will be presented to and approved by the Fresno COG Policy Board and Executive Director.
- **Responsible Party:** Fresno COG

#### **Task 04** Assemble Project Working Group

- Fresno COG and Madera CTC staff will identify and agree to working group team members. A memorandum about the chosen methodology will be developed.
- **Responsible Party:** Fresno COG and Madera CTC

#### **Task 05** Kickoff meeting

- The consultant will conduct an initial kick-off meeting with project partners, stakeholders, and working group team members to introduce the project, review the final scope of work, schedule, work products, and management and communication procedures.
- **Responsible Party:** Consultant

#### **Task 06** Stakeholder Meetings

- The consultant will hold monthly stakeholder meetings to provide updates on project progress, present findings and analyses, solicit feedback from stakeholder and working group team members, and receive direction from project management.
- **Responsible Party:** MCTC, Consultant

**Task 07** Committee and Board Meetings

- Fresno COG and consultant team staff will provide periodic updates and final presentations to the advisory committees, and Policy Board.
- **Responsible Party:** Consultant and MPO Staff

**Task 08** Assess Existing Conditions

- Consultant team will document existing conditions using available resources from stakeholders and other avenues. Results will be included the in the final study report.
- **Responsible Party:** Consultant

**Task 09** Review Existing Plans

- The consultant will review all existing land use and transportation plans and studies, and summarize the visions, goals and planned improvement identified in those plans.
- **Responsible Party:** Consultant

**Task 10** Assess Planned Improvements

- Consultant team will document planned improvements using available resources from stakeholders. Results will be included the in the final study report.
- **Responsible Party:** Consultant

**Task 11** Develop Goals and Objectives

- Based on the goals and objectives identified in the existing plans, the existing conditions, and public outreach, the consultant will develop a set of goals and objectives for the two corridors.
- **Responsible Party:** Consultant

**Task 12** Develop Public Outreach Plan

- The consultant will develop a public outreach plan for the study and collect feedback from the stakeholders
- **Responsible Party:** Consultant

**Task 13** Stakeholder Outreach

- Consultants will document stakeholder outreach and include this in the final document.
- **Responsible Party:** Consultant

**Task 14** Bi-County Model, Document Potential Future Conditions and Scenarios

- Consultant team will document and analyze potential future conditions and provide analyses based on the degree to which future conditions will impact the corridor.
- **Responsible Party:** Consultant

**Task 15** Develop Sustainable Corridor Management Strategies

- Following the Caltrans Corridor Planning Guidebook and based on the feedback received from the stakeholders, the consultant will develop a list of sustainable corridor management strategies that will optimize the functionality of the facilities, and address the issues and concerns identified during the process.
- **Responsible Party:** Consultant

**Task 16** Recommend Future Sustainable Transportation Improvements

- The consultant will develop a list of recommended sustainable improvements to address current issues and mitigate foreseeable future adverse conditions
- **Responsible Party:** Consultant

**Fiscal Year 2021/22 Tasks Carried Over****Task 17** Final Corridor Study

- Consultant will create a final corridor study that includes all components of the scope of work and incorporates feedback from stakeholders/public. The final study will be presented to the MPO committees and Policy Boards for approval.
- **Responsible Party:** Consultant

**Task 18** Project Management and Agency Coordination

- The project manager and consultant will hold bi-weekly project coordination meetings.
- **Responsible Party:** Fresno COG and Consultant

**Task 19** Provide Caltrans with Quarterly Reports

- **Responsible Party:** Fresno COG

**Task 20** Provide Caltrans with Invoices Monthly or Quarterly

- **Responsible Party:** Fresno COG

**Previous Work**

- Fresno/Madera Origin-Destination Study

## Products

- Final Study Report

## Tasks

Task	Task Description	Start Date	End Date	% of Work
906.01	Finalize Scope of Work	Jul 2020	Jul 2020	1%
906.02	Request for Proposal Development	July 2020	Jul 2020	2%
906.03	Consultant Selection Process	July 2020	Jul 2020	1%
906.04	Assemble Project Working Group	July – Aug 2020	Jul 2020	1%
906.05	Kickoff meeting	July 2020	Jul 2020	3%
906.06	Stakeholder Meetings	Aug 2021	June 2021	15%
906.07	Committee and Board Meetings	Oct 2021	June 2021	2%
906.08	Assess Existing Conditions	Aug 2020	Nov 2020	6%
906.09	Review Existing Plans	Aug 2020	Nov 2020	6%
906.10	Assess Planned Improvements	Sept 2020	Dec 2020	6%
906.11	Develop Goals and Objectives	Dec 2020	Jan 2021	5%
906.12	Develop Public Outreach Plan	Sept 2020	Apr 2021	5%
906.13	Stakeholder Outreach	Aug 2020	Apr 2021	5%
906.14	Bi-County Model, Document Potential Future Conditions and Scenarios	Nov 2020	Apr 2021	20%

906.15	Develop Sustainable Corridor Management Strategies	Mar 2021	June 2021	5%
906.16	Recommend Future Sustainable Transportation Improvements	Mar 2021	Jun 2021	5%
906.17	Final Corridor Study	Jun 2021	Aug 2021	5%
906.18	Project Management and Agency Coordination	Jun 2020 –	Aug 2021	5%
906.19	Provide Caltrans with Quarterly Reports	Sept 2020 –	Aug 2021	1%
906.20	Provide Caltrans with Invoices Monthly or Quarterly	Aug 2020 –	Aug 2021	1%
				100%

FTE: 0.0

**906 Fresno-Madera Sustainable Corridor Study (MCTC Portion)**

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	2,435	Consultant – Corridor Study	21,228
MCTA			
FHWA-PL	18,793		
FTA-Section 5303			
STIP - PPM			
Other – Member Fees			
Subtotal	21,228	Subtotal	21,228
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees			
Subtotal			
<b>Total:</b>	<b>21,228</b>	<b>Total:</b>	<b>21,228</b>

## WORK ELEMENT: 907 BOARD COSTS & OTHER EXPENSES

### Objective

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

### Discussion

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

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

Staff provides legislative tracking and reporting.

#### **Task 1 Valley Voice Program**

1.1 Annual advocacy trips to Sacramento and Washington D.C.

**Responsible Party:** MCTC Staff

#### **Task 2 Legislative Tracking**

2.1 Legislative tracking and reporting

**Responsible Party:** MCTC Staff

#### **Task 3 Stipend and Travel**

3.2 Stipend and travel to meetings and advocacy trips

**Responsible Party:** MCTC Staff

#### **Task 4 CALCOG Conference and Meetings**

4.1 State and Valley wide transportation conferences and events

**Responsible Party:** MCTC Staff

#### **Task 5 CALCOG Annual Fees**

**Responsible Party:** MCTC Staff

### Previous Work

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

## Product

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

## Tasks

<b>Task</b>	<b>Task Description</b>	<b>Start Date</b>	<b>End Date</b>	<b>% of Work</b>
907.1	Valley Voice Program	Sep 2021	Mar 2022	35%
907.2	Legislative tracking	Jul 2021	Jun 2022	5%
907.3	Stipend and travel	Jul 2021	Jun 2022	30%
907.4	CALCOG Conference and meetings	Apr 1, 2022	Apr 30, 2022	10%
907.5	CALCOG Annual Fees		Jun 2022	20%
				100%

FTE: .04

**907 Board Costs and Other Expenses**

<b>REVENUE BY SOURCE</b>		<b>EXPENDITURES</b>	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	16,850	Board Costs & Other Expenses	31,000
MCTA		Lobbyist	72,000
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	86,150		
Subtotal	103,000	Subtotal	103,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	5,540
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	5,540		
Subtotal	5,540		
<b>Total:</b>	<b>108,540</b>	<b>Total:</b>	<b>108,540</b>



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## WORK ELEMENT: 910 MCTA ADMINISTRATION

### Objective

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

### Discussion

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

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

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

#### **Task 1 Conduct MCTA and TAC meetings**

**Responsible Party:** MCTC Staff

#### **Task 2 Prepare MCTA Budget**

**Responsible Party:** MCTC Staff

#### **Task 3 Maintain MCTA financial records**

**Responsible Party:** MCTC Staff

#### **Task 4 Review and process project claims**

**Responsible Party:** MCTC Staff

#### **Task 5 Prepare Annual Work Program**

**Responsible Party:** MCTC Staff

#### **Task 6 Administration of Citizens’ Oversight Committee**

**Responsible Party:** MCTC Staff

**Task 07 Conduct Fiscal Audit****Responsible Party:** MCTC Staff**Task 08 Planning, programming, and monitoring of Measure “T” projects****Responsible Party:** MCTC Staff**Task 09 Attend Conferences, including Focus on the Future****Responsible Party:** MCTC Staff**Previous Work**

1. Meetings of the Madera County Transportation Authority and Technical Advisory Committee.
2. Annual Fiscal Audits.
3. 2017 Strategic Plan.
4. MCTA Policies and Procedures.
5. Organization and administration of Citizens’ Oversight Committee.
6. Planning, Programming, and Monitoring of Measure “T” projects and develop financial analysis and cash flow analysis.

**Product**

1. Annual Fiscal Audits (approx. \$12,000).
2. Review and process project claims.
3. Prepare financial reports.
4. MCTA Operating Budget.
5. Annual Work Program.
6. Administration of Citizens’ Oversight Committee.
7. Planning, Programming and Monitoring of Measure “T” projects.
8. Financial assistance and cash flow analysis.
9. Publication of Measure T Annual Report.
10. 2021 Strategic Plan

**Tasks**

<b>Task</b>	<b>Task Description</b>	<b>Start Date</b>	<b>End Date</b>	<b>% of Work</b>
910.1	Conduct MCTA and TAC meetings.	Jul 2021	Jun 2022	5%
910.2	Prepare MCTA Budget.	May 22	May 22	5%

910.3	Maintain MCTA financial records.	Jul 2021	Jun 2022	20%
910.4	Review and process project claims.	Jul 2022	Jun 2022	5%
910.5	Prepare Annual Work Program.	Jun 2022	Jun 2022	20%
910.6	Administration of Citizens' Oversight Committee.	Jul 2021	Jun 2022	10%
910.7	Conduct Fiscal Audit.	Oct 2021	Oct 2021	10%
910.8	Planning, programming, and monitoring of Measure "T" projects.	Jul 2021	Jun 2022	10%
910.9	Attend Conferences, including Focus on the Future.	Nov 2021	Nov 2021	5%
910.10	Finalize 2021 Strategic Plan	Jul 2021	Dec 2021	10%
				100%

FTE: .30

**910 MCTA Administration**

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Financial Assistance, Audits, Annual Report	25,000
MCTA	531,500	Conf/Travel/Other Costs	56,500
FHWA-PL		Consultant	450,000
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	531,500	Subtotal	531,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	53,435
MCTA	53,435		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	53,435		
<b>Total:</b>	<b>584,935</b>	<b>Total:</b>	<b>584,935</b>

## ACRONYMS

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

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

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## APPENDICES

Appendix A Revenue/Expenditure Spreadsheet

Appendix B Line-Item Budget

Appendix C SB 1 Sustainable Communities Formula Project List

Appendix D Certifications and Assurances

Appendix E Certification of Restrictions on Lobbying

Appendix F Planning Funds – Eligible Uses

Appendix G Resolution

Appendix H Other Planning Activities

Appendix I MPO Planning Boundary

Appendix J Public Participation Outreach Chart

Appendix K Title VI Plan

FY 2021-22 Overall Work Program

		Funds Available by Revenue Source																
		MCTC	Other	Total	MCTC LTF	Member Assessment	MCTA	STIP PPM	HR 133 STIP PPM	SJV REAP Housing	SB-1 Sustainable Communities	FHWA PL Carryover 19-20	FHWA PL Carryover 20-21	FTA 5303	FTA 5303 Carryover 19-20	FTA 5303 Carryover 20-21	Total	
Carryover Prior Years					177,277		4,167	0		170,441	76,221	257,659	76,349		29,014	3,731	794,859	
Current Year Allocation					286,252	105,000	580,768	78,000	43,774	125,000	165,032	772,932					2,216,264	
Carryover to Future Year					(126,497)	(13,000)											(139,497)	
<b>Total Available Funds</b>		<b>1,243,252</b>	<b>1,628,374</b>	<b>2,871,626</b>	<b>337,032</b>	<b>92,000</b>	<b>584,935</b>	<b>78,000</b>	<b>43,774</b>	<b>295,441</b>	<b>241,253</b>	<b>772,932</b>	<b>257,659</b>	<b>76,349</b>	<b>59,506</b>	<b>29,014</b>	<b>3,731</b>	<b>2,871,626</b>

3/15/2022 14:49		Expenditures by Agency				Expenditures by Revenue Source															
Work Element Description		MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	Member Assessment	MCTA	STIP PPM	Federal Carryover Match - PPM	HR 133 STIP PPM	SJV REAP Housing	SB-1 Sustainable Communities	FHWA PL	FHWA PL Carryover 19-20	FHWA PL Carryover 20-21	FTA 5303	FTA 5303 Carryover 19-20	FTA 5303 Carryover 20-21	Total	
100	Regional Transportation Plan	192,937	205,746	398,683	32,386	13,343			0					249,971	26,634	76,349				398,683	
101	Performance Measures	27,156		27,156	0	0			3,115					24,041							27,156
102	Regional Housing Planning Program	52,732	242,709	295,441	0	0			0			295,441		0							295,441
110	Regional Planning Database	48,670		48,670	8,416				7,317					32,937							48,670
110.1	San Joaquin Household Travel Survey	4,920	27,081	32,001	0				6,693		25,308			0							32,001
111	Traffic Monitoring Program	6,270	7,500	13,770	0				1,579	0				12,191							13,770
112	Regional Transportation Modeling	71,062	54,500	125,562	0				8,151	6,251				62,911	48,249					125,562	
113	Air Quality Transportation Planning	87,375	8,000	95,375	10,940	0			0					84,435							95,375
120	Goods Movement & Highways Planning	50,300	10,000	60,300	0	15,769			0					0	44,531						60,300
122	Project Coordination & Financial Programming	44,894		44,894	0				44,894					0							44,894
130	Public Transportation	104,203		104,203	0	4,242			0					0							104,203
140	Other Modal Elements	121,400		121,400	13,925				0					107,475							121,400
150	Public Participation Program	33,335	27,000	60,335	6,921	0			0					29,511	23,903						60,335
150.1	Public Outreach Coordination	7,928	100,000	107,928	12,379	0			12,379					0	95,549						107,928
151	Alternative Transportation Activities	52,138		52,138	52,138				0					0							52,138
200	Transportation Program Development	160,990		160,990	0				0					142,524							160,990
901	Transportation Funds Administration	71,235	32,000	103,235	103,235				0					0							103,235
902	Overall Work Program	32,332		32,332	5,396				0					26,936							32,332
905.2	Project Prioritization Study 20-21	4,000	82,096	86,096	9,875				0				76,221	0							86,096
906	Fresno-Madera Sustainable Corridor Study		21,228	21,228	0	2,435			0					0	18,793						21,228
907	Board Cost & Other Expenses	5,540	103,000	108,540	16,540		92,000		0					0							108,540
908	ZEV Readiness & Implementation Plan FY 21-22	10,400	176,014	186,414	21,382				0				165,032	0							186,414
910	MCTA Administration	53,435	531,500	584,935	0			584,935	0					0							584,935
<b>Total Expenditures</b>		<b>1,243,252</b>	<b>1,628,374</b>	<b>2,871,626</b>	<b>301,243</b>	<b>35,789</b>	<b>92,000</b>	<b>584,935</b>	<b>71,749</b>	<b>6,251</b>	<b>43,774</b>	<b>295,441</b>	<b>241,253</b>	<b>772,932</b>	<b>257,659</b>	<b>76,349</b>	<b>59,506</b>	<b>29,014</b>	<b>3,731</b>	<b>2,871,626</b>	
					<b>337,032</b>				<b>78,000</b>					<b>1,106,940</b>			<b>92,251</b>				

**Madera County Transportation Commission**  
**2021-22 Amended Budget**  
 15-Mar-22

	21-22 Budget	Amend #1	Amend #2	Amend #3	Amended Budget
<b>Revenues</b>					
FHWA PL	\$640,408	\$19,529	(\$9,105)	\$122,100	\$772,932
FHWA PL Carryover	\$410,350	(\$76,342)			\$334,008
FTA 5303	\$59,506				\$59,506
FTA 5303 Carryover	\$9,462	\$23,283			\$32,745
HR 133 PPM	\$43,774				\$43,774
STIP Carryover	\$0				\$0
STIP Planning	\$71,509	\$6,491			\$78,000
SB-1 Sustainable Communities 21-22	\$164,209	\$823			\$165,032
SB-1 Sustainable Communities 20-21	\$0	\$76,221			\$76,221
SB-1 Sustainable Communities 19-20	\$0				\$0
SB-1 Sustainable Communities 18-19	\$0				\$0
REAP Housing	\$162,000	\$133,441			\$295,441
TDA Carryover	\$114,697	\$39,397	(\$24,115)	(\$79,199)	\$50,780
TDA Administration	\$110,000				\$110,000
TDA Planning	\$136,713			\$39,539	\$176,252
Member Assessment Fees	\$31,000	\$61,000			\$92,000
MCTA Carryover	\$0	\$4,167			\$4,167
MCTA	\$405,518	\$185,357	(\$4,516)	(\$5,591)	\$580,768
Other	\$0				\$0
<b>Total Revenues</b>	<b>\$2,359,146</b>	<b>\$473,367</b>	<b>(\$37,736)</b>	<b>\$76,849</b>	<b>\$2,871,626</b>
Non-cash information					
Toll Credits (PL)	\$0				\$0
Toll Credits (5303)	\$0				\$0
<b>Expenses</b>					
<b>Salaries &amp; Benefits</b>					
Salaries	\$705,565				\$705,565
ICMA 401(a)	\$104,484				\$104,484
FICA, Employer	\$42,200				\$42,200
Medicare	\$10,231				\$10,231
Worker's Compensation	\$5,186	(\$247)	(\$142)		\$4,797
Health	\$154,916	(\$12,349)	(\$712)		\$141,855
Unemployment Insurance	\$1,120				\$1,120
<b>Subtotal Salaries &amp; Benefits</b>	<b>\$1,023,702</b>	<b>(\$12,596)</b>	<b>(\$854)</b>	<b>\$0</b>	<b>\$1,010,252</b>
	<i>Direct</i>	\$541,882			\$531,090
	<i>Indirect</i>	\$481,819			\$479,162
<b>Indirect Costs</b>					
Advertising/Publications	\$2,000				\$2,000
Auto & Cell Allowance	\$4,200				\$4,200
Computer Software	\$5,000	\$2,000			\$7,000
Conference/Training/Education	\$8,000				\$8,000
Equipment Leases	\$10,000				\$10,000
Bldg/Equip. Maint. & Repairs	\$4,000				\$4,000
Insurance	\$1,000				\$1,000
Janitorial Services	\$2,000				\$2,000
Legal Services	\$15,000	\$5,000			\$20,000
MCTC Audit	\$24,000	(\$2,000)			\$22,000
Membership Fees	\$4,000	(\$2,000)			\$2,000
Miscellaneous	\$4,000	\$2,000			\$6,000
Office Furniture	\$2,000				\$2,000
Office Supplies	\$6,000				\$6,000
Postage	\$1,000				\$1,000
Rent	\$73,000	(\$2,000)			\$71,000
Technology Related Equipment & Repairs	\$30,000	\$1,000			\$31,000
Telephone/Internet/Website	\$18,000	(\$4,000)			\$14,000
Travel Expenses	\$5,000	(\$1,000)			\$4,000
Utilities	\$8,000	\$1,000			\$9,000
Valley Coordination	\$6,800				\$6,800
<b>Subtotal Indirect Costs</b>	<b>\$233,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$233,000</b>
<b>Other Direct Costs</b>					
Air Quality (Consultant)	\$8,000				\$8,000
Board Costs and Other Costs	\$31,000				\$31,000
Consultant (SR 41 Corridor Study)	\$16,379			\$4,849	\$21,228
Consultant (SB-1 Planning Grant)	\$174,984	\$85,326	(\$2,200)		\$258,110
Consultant (Household Travel Survey)	\$27,081				\$27,081
Consultant (Public Outreach Coordination)	\$100,000				\$100,000
Consultant (Regional Housing Program)	\$154,000	\$133,391	(\$44,682)		\$242,709
Consultant (Socioeconomic Study)	\$0				\$0
Consultant (Measure Renewal)	\$300,000	\$150,000			\$450,000
Consultant (Lobbying&Intergovernmental)	\$0	\$72,000			\$72,000
MCTA Conference(s)/Travel	\$2,500				\$2,500
MCTA Fin Asst/Audits/Annual Report	\$25,000				\$25,000
MCTA Project Development	\$10,000	\$40,000			\$50,000
MCTC TDA Audits	\$13,000	(\$3,000)			\$10,000
MCTC TDA Other Admin Costs	\$15,000				\$15,000
Model Update	\$0				\$0
Other MCTA Costs	\$4,000				\$4,000
Planning Grant Match	\$0		\$10,000		\$10,000
Public Participation Program	\$30,000				\$30,000
RTP EIR	\$75,000	\$8,746			\$83,746
RTP/SCS Development	\$50,000			\$72,000	\$122,000
Technical/Modeling On-Call Services	\$50,000				\$50,000
Traffic Model & GIS Support	\$4,500				\$4,500
Traffic Monitoring Program	\$8,000	(\$500)			\$7,500
Translation Services	\$4,000				\$4,000
Triennial Performance Audits	\$0				\$0
<b>Subtotal Other Direct Costs</b>	<b>\$1,102,444</b>	<b>\$485,963</b>	<b>(\$36,882)</b>	<b>\$76,849</b>	<b>\$1,628,374</b>
<b>Total Expenses</b>	<b>\$2,359,146</b>	<b>\$473,367</b>	<b>(\$37,736)</b>	<b>\$76,849</b>	<b>\$2,871,626</b>
	\$0	\$0	\$0	\$0	\$0





**STAFF REPORT**  
Board Meeting of March 23, 2022

**AGENDA ITEM:** 9-A

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

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**SUBJECT:**

FY 2022-23 Measure T Estimated Allocations

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The FY 2022-23 Measure "T" Allocation Estimate is included in your package. The estimate provides a not to exceed budget allocation for each Measure "T" program for each agency.

Staff has requested that each agency prepare their Annual Expenditure Plan (AEP) identifying how each agency anticipates spending the funds in FY 2022-23 for each category, including the subcategories. The AEPs will then be incorporated into the Annual Work Program which will be presented as a draft document at the June Board meeting.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.





**STAFF REPORT**  
Board Meeting of March 23, 2022

**AGENDA ITEM:** 9-B

**PREPARED BY:** Patricia Taylor, Executive Director

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**SUBJECT:**

Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 6

**Enclosure:** Yes

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 6

**SUMMARY:**

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTA Policy Board approve Resolution 21-1 Amendment No. 6, allowing for continued remote teleconferenced public meetings for all MCTA Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

**FISCAL IMPACT:**

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

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

In the matter of  
**FINDING OF A PROCLAMATION OF A STATE  
OF EMERGENCY BY THE GOVERNOR’S  
ORDER DATED 3-4-20 PERSISTS, AND  
AUTHORIZING REMOTE TELECONFERENCE  
MEETINGS OF THE POLICY BOARD AND ITS  
COMMITTEES OF THE MADERA COUNTY  
TRANSPORTATION AUTHORITY FOR THE  
PERIOD OF APRIL 1 THROUGH APRIL 30,  
2022, PURSUANT TO BROWN ACT  
PROVISIONS**

Resolution No.: **21-1**  
**Amendment No. 6**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The foregoing resolution was adopted this 23<sup>rd</sup> day of March, 2022 by the following vote:

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

\_\_\_\_\_  
Chairman, Madera County Transportation Commission

\_\_\_\_\_  
Executive Director, Madera County Transportation Commission