



Meeting of the Madera County Transportation Commission Policy Board

LOCATION

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

or via ZOOM

<https://us06web.zoom.us/j/81786730482?pwd=ggVbvG3sPpzZnJXwKxCXn6ZQclzQFa.1>

Webinar ID: 817 8673 0482

Passcode: 863618

Telephone: US: +1 408 638 0968

DATE

October 25, 2023

TIME

3:00 PM

Policy Board Members

The Policy Board meets simultaneously as the Transportation Policy Committee, Madera County Transportation Commission, and Madera County 2006 Transportation Authority.

Commissioner Waseem Ahmed, Chair
Commissioner Leticia Gonzalez, Vice Chair
Commissioner Cecelia Gallegos
Commissioner Robert Poythress
Commissioner Jose Rodriguez
Commissioner David Rogers
Caltrans District 6

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

REASONABLE ACCOMMODATIONS AND ADA

MCTC has adopted a Reasonable Accommodations Policy that provides a procedure for receiving and resolving requests for accommodation to participate in this meeting (see <https://www.maderactc.org/administration/page/reasonable-accommodations-policy>). If you need assistance in order to attend the meeting, or if you require auxiliary aids or services, e.g., listening devices or signing services to make a presentation to the Board, MCTC is happy to assist you. Please contact MCTC offices at (559) 675-0721 so such aids or services can be arranged. Requests may also be made by email to sandy@maderactc.org, or mailed to 2001 Howard Road, Suite 201, Madera, CA 93637. Accommodations should be requested as early as possible as additional time may be required in order to provide the requested accommodation; 72 hours in advance is suggested.

AGENDA

At least 72 hours prior to each regular MCTC Policy 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.

PUBLIC COMMENT

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

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

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. Fiscal Year 2024-2025 Sustainable Transportation Planning Grant Call for Applications

Enclosure: No

Action: Information and Discussion Only

4-B. EPA Climate Pollution Reduction Grants (CPRG) Program Implementation Grants

Enclosure: No

Action: Information and Discussion Only

4-C. Electric Vehicle Charger Reliability and Accessibility Accelerator

Enclosure: No

Action: Information and Discussion Only

4-D. Upcoming Bipartisan Infrastructure Law (BIL) Funding Opportunities

Enclosure: No

Action: Information and Discussion Only

4-E. Applications for the Congestion Mitigation Air Quality Program (CMAQ) and the Carbon Reduction Program (CRP) Funding - Deadline November 3, 2023

Enclosure: No

Action: Information and Discussion Only

4-F. Letter of Support for Chowchilla State Route 99/233 Chowchilla Multimodal Interchange Improvement Project

Enclosure: Yes

Action: Information and Discussion Only

4-G. Caltrans System Investment Strategy (CSIS) 2.0 Request for Delay

Enclosure: Yes

Action: Information and Discussion Only

4-H. Social Services Transportation Advisory Council Member Appointments

Enclosure: Yes

Action: Approve Social Services Transportation Advisory Council applications for appointment:

- a. Bertha Vega to represent a Local Social Service Provider for Persons of Limited Means
- b. Franklina Boden to represent a Potential Transit User who is 60 years of age or older
- c. Lynda Schafhauser to represent a Potential Transit User who is 60 years of age or older

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

5-A. Madera County Transportation Commission Video – Welcome to Madera

Enclosure: No

Action: Information and Discussion Only

5-B. California Transportation Commission Meetings October 17-19, 2023 Report & Feedback

Enclosure: No

Action: Information and Discussion Only

[5-C.](#) 2023 State Budget and Legislative Update

Enclosure: Yes

Action: Information and Discussion Only

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

7. ADMINISTRATIVE CONSENT ITEMS

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

[7-A.](#) Executive Minutes – September 20, 2023

Enclosure: Yes

Action: Approve September 20, 2023, Meeting Minutes

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

[8-A.](#) FY 2023-24 Overall Work Program & Budget (OWP) – Amendment No. 3

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 3

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

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

NONE

10. AUTHORITY – ACTION/DISCUSSION ITEMS

10-A. Public Hearing: Measure T FY 2023-24 Annual Work Program

Enclosure: Yes

Action: Approve the 2023-24 Measure “T” Annual Work Program and the disbursement of interest earned through June 30, 2023

10-B. Measure T Renewal Update

Enclosure: No

Action: Information and Discussion Only. Direction may be provided

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 October 25, 2023

AGENDA ITEM: 4-A

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Fiscal Year 2024-2025 Sustainable Transportation Planning Grant Call for Applications

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The California Department of Transportation (Caltrans), has released the Fiscal Year 2024-25 Sustainable Transportation Planning Grant Application Guide and Call for Applications. Applications are due by 5:00 PM on Thursday, January 18, 2024. The grant awards will be announced next summer 2024.

This year's grant program includes a second cycle of Climate Adaptation Planning grants to award the remaining budget of approximately \$32 million. These grants will support local and regional identification of transportation-related climate vulnerabilities through the development of climate adaptation plans, as well as project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure. Through this grant program, Caltrans will be looking forward to supporting climate change adaptation efforts and studies statewide.

Caltrans is conducting application workshops to provide a program overview and review the resources that are available to assist with competitive application development. Visit the [Sustainable Transportation Planning Grant website](#) for workshop dates and times, the Grant Application Guide, application forms and templates, and Caltrans district staff contacts.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of October 25, 2023

AGENDA ITEM: 4-B

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

EPA Climate Pollution Reduction Grants (CPRG) Program Implementation Grants

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The U.S. Environmental Protection Agency (EPA) issued a Notice of Funding Opportunity (NOFO) for **Climate Pollution Reduction Grants (CPRG) Program Implementation Grants** authorized by the *Inflation Reduction Act of 2022* (P.L. 117-169). The purpose is to support the implementation of one or more greenhouse gas (GHG) reduction programs, policies, projects, or measures as identified in the Priority Climate Action Plan (PCAP) developed with CPRG Planning Grants. There is \$4.3 billion in total program funding available for eligible applicants. Optional Notices of Intent (NOIs) are due by **February 1, 2024**. The full application deadline is **April 1, 2024** at 11:59 p.m. Eastern Time (ET).

CPRG Implementation Grants can be used to support new GHG reduction measures, expand existing measures, or supplement new measures for which partial funding has already been secured. Grants should be used to accelerate the decarbonization of one or more sectors accountable for the majority of GHG emissions. Those sectors may include industrial, electric power, transportation, commercial and residential building, agriculture/natural and working lands, and water, waste, and materials management. Proposed solutions should be scalable and replicable across multiple jurisdictions.

EPA notes that the total grant amount requested in an application will determine the tier within which the application will be evaluated. Applications will be evaluated against other applications within the same tier.

There is no cost share requirement. EPA notes that funds awarded through this program cannot be applied to satisfy match requirements for other federal grants. CHRP Implementation Grants should complement various funding streams administered by other federal agencies as authorized by the IRA, *Bipartisan Infrastructure Law* (P.L. 117-

58), *American Rescue Plan Act* (P.L. 117-2), and *CHIPS and Science Act* (P.L. 117-167). The five-year period of performance will begin October 1, 2024.

EPA will evaluate proposals based on criteria outlined across several sections including:

- 1.) project summary with descriptions of the measures, demonstrated need, the transformative impact; 2.) the quantifiable impact of the measures including magnitude of the reductions measures (2025-2030 and 2025-20250), cost effectiveness, and documentation of assumptions; 3.) environmental results with expected outputs and outcomes, performance measures and plans, and authorities, implementation timeline, and milestones; 4.) benefits for low-income and disadvantaged communities outlining communities benefits and plans for public engagement; 5.) job quality; 6.) programmatic capability and past performance with staff expertise and reporting requirements; 7.) budget with narrative and plans for expenditures and reasonableness of costs.

GHG reduction measures may include transportation policies to support transportation management incentive programs to reduce vehicle trips or miles traveled expand transit use; transportation infrastructure projects to facilitate multi-modal public transit or micro-mobility options, pedestrian and cyclist improvements, or transit-oriented development; up-to-date building energy and zoning code updates; scalable distributed or community-scale renewable energy generation, microgrids, or vehicle-to-grid infrastructure in disadvantaged, remote, and rural communities; programs to promote end-use energy efficiency measures in existing government-owned, commercial, and residential buildings; and programs to support the transition to electric equipment technologies in the agriculture sector.

In support of the Justice40 Initiative, EPA will consider how measures benefit low-income and disadvantaged communities and accelerate the delivery of environmental justice (EJ).

According to EPA, a low-income and disadvantaged community consists of any census tract that is listed as disadvantaged in the [Climate and Economic Justice Screening Tool \(CEJST\)](#) or “any census block group that is at or above the 90th percentile for any of [EJScreen’s](#) Supplemental Indexes when compared to the nation or relevant state.” Tribal lands also qualify.

Generally, eligible applicants are states, municipalities, air pollution control agencies, tribes, territories, and groups of those entities. EPA explains that “More specifically, states, municipalities, tribes, and territories that directly received a CPRG planning grant are eligible to apply [...] In addition, municipalities, air pollution control agencies, and tribes that did not directly receive a planning grant but that seek funding to implement one or more GHG reduction measures that are included in an applicable PCAP (submitted to EPA by March 1, 2024) are eligible.”

EPA has issued a separate \$300 million [NOFO](#) exclusively for Tribes and territories, although they are also eligible for this funding.

Coalitions comprised of eligible entities listed above may apply to “jointly implement one or more measures included in an applicable state, MSA, tribal, or territorial PCAP.” Eligible applicants may apply individually or as a “lead applicant” in a coalition, and both may use funds to issue subawards to partners Applicants applying as a coalition must provide a Memorandum of Agreement (MOA) demonstrating commitments by all coalition members. EPA encourages lead organizations to publish drafts of PCAPs for other interested eligible

entities within their jurisdiction to begin developing their applications. For applicants to be considered eligible for this opportunity, lead organizations from the planning grant must submit PCAPs for those measures by March 1, 2024.

All applicants may submit no more than two grant applications – one as the individual applicant and one as the lead applicant. Applicants may participate in multiple coalitions, but they may only serve as the lead applicant for one application. Applicants are encouraged to apply as a coalition to spread GHG reduction measures and benefits across jurisdictional boundaries. EPA will avoid duplicative efforts and not fund implementation of the same measure in the same location. Funds cannot be used to aid regulated entities to comply with regulatory requirements.

For more information, please see the [NOFO](#) or [Program Website](#). The deadline to submit questions is March 15, 2024. For questions or assistance, you can contact EPA at CPRG@epa.gov.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of October 25, 2023

AGENDA ITEM: 4-C

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Electric Vehicle Charger Reliability and Accessibility Accelerator

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

On September 13, FHWA announced [\\$100 million](#) in funding to repair and replace existing public electric vehicle chargers that are broken or non-operational. Level 2 and Direct Current Fast Chargers listed as “temporarily unavailable” on the [Alternative Fuels Data Center](#) are eligible for funding.

Eligible applicants include state departments of transportation and local governments. Caltrans is partnering with the California Energy Commission (CEC) to prepare a statewide application. Local governments that are also considering applying can contact Caltrans at zev@dot.ca.gov to coordinate.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of October 25, 2023

AGENDA ITEM: 4-D

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Upcoming Bipartisan Infrastructure Law (BIL) Funding Opportunities

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

All Federal transportation grants can be found at [grants.gov](https://www.grants.gov). The programs listed in the table below are anticipating to release a NOFO in the coming months. This timeline is subject to change.

Active & Upcoming Notices of Funding Opportunities (NOFOs)

Program	NOFO Close Date	Available Funding	OA	NOFO Link
Rural and Tribal Assistance Pilot Program	Rolling Basis	\$3,400,000	OST	Apply Here
Reconnecting Communities and Neighborhoods Grant Program	September 28, 2023	\$3,300,000,000	OST	Apply Here or Here
Pilot Program for Transit-Oriented Development (TOD) Planning Program	October 10, 2023	\$13,460,978	FTA	Apply Here
SMART Grants , Stage 1	October 10, 2023	\$50,000,000	OST	Apply Here
Airport Terminals Program	October 16, 2023	\$970,000,000	FAA	Apply Here

Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program	November 6, 2023	\$88,290,000	FHWA	Apply Here
Electric Vehicle Charger Reliability and Accessibility Accelerator Program	November 13, 2023	\$100,000,000	FHWA	Apply Here
Thriving Communities Program	November 15, 2023	\$25,000,000	OST	Apply Here

Program	Anticipated NOFO Release	OA
Railroad Crossing Elimination Grant Program	Fall 2023	FRA
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	Fall 2023	FRA
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants Program	Late Fall 2023	OST

Upcoming Non-USDOT Funding Opportunities

Program	NOFO Close Date	Available Funding	Agency	NOFO Link
Solar for All Grant Program	September 26, 2023	\$7,000,000,000	EPA	Apply Here
Recompete Pilot Program	October 5, 2023	\$12,000,000	EDA	Apply Here
Energy Improvements in Rural or Remote Areas Fixed Award Grant Program	October 26, 2023	\$50,000,000	DOE	Apply Here
Pathways to Removing Obstacles to Housing (PRO Housing) Program	October 30, 2023	\$85,000,000	HUD	Apply Here
Drinking Water System Infrastructure Resilience and Sustainability Grant Program	November 6, 2023	\$19,000,000	EPA	Apply Here
Small Surface Water and Groundwater Storage Program	November 30, 2023	\$25,000,000	DOI	Apply Here
Coastal Habitat Restoration and Resilience Grants for	December 19, 2023	\$3,000,000	NOAA	Apply Here

Tribes and Underserved
Communities

<u>Choice Neighborhoods Implementation Grants</u>	March 4, 2024	\$256,000,000	HUD	Apply Here
<u>Climate Pollution Reduction Grants (CPRG) Implementation Program</u>	April 1, 2024	\$4,300,000,000	EPA	Apply Here
<u>Community Facilities Program Disaster Repair Grants</u>	Until funds are exhausted	\$50,000,000	USDA	Apply Here

Again, all Federal grants can be found at [grants.gov](https://www.grants.gov). This list is not exhaustive of all federal grant opportunities, rather this list highlights selected federal grants applicable to rural and Tribal communities.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of October 25, 2023

AGENDA ITEM: 4-E

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

Applications for the Congestion Mitigation Air Quality Program (CMAQ) and the Carbon Reduction Program (CRP) Funding - Deadline November 3, 2023

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The Madera County Transportation has released a Call for Projects for the Congestion Mitigation Air Quality Program (CMAQ) and the Carbon Reduction Program (CRP) funding.

BACKGROUND:

The purpose of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program is to fund transportation projects or programs that will contribute to attainment of maintenance of national ambient air quality standards (NAAQS). Funding can be expended on projects to reduce ozone precursor emissions, (including nitrogen oxides (NO_x) and volatile organic compounds (VOC), carbon monoxide (CO), and particulate matter (PM) emissions or PM precursor emissions from transportation. This program will also assist in meeting the intent of SB 375, also known as the Sustainable Communities Protection Act of 2008. Approximately \$8.9 million in CMAQ Apportionment (funding) is available for the CMAQ Call for Projects (FFY 2024/25 – FFY 2027/28).

The Carbon Reduction Program (CRP) is a federal funding program created through the Infrastructure Investment and Jobs Act (IIJA). CRP was created to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. Projects eligibility is essentially identical to the CMAQ program, including the provisions that projects do not involve the construction of new capacity. The State has released a revised estimate for a total of \$1,406,532 covering four fiscal years in CRP funding that are included as part of the September 2023 Call for Projects.

The tentative schedule for the MCTC CMAQ/CRP Call for Projects and related Federal Transportation Improvement Programming (FTIP) and Air Quality Conformity process are as follows:

September 1, 2023 Release of CMAQ/CRP Call for Projects

November 3, 2023 CMAQ/CRP Project Submittals Due

February 2024 Anticipated MCTC Board Adoption of Projects and Contingency List

December 16, 2024 Anticipated FHWA/FTA Approval of 2025 FTIP

Additional information on the CMAQ/CRP Call for Projects may be found on the MCTC website: [MCTC CMAQ Page](#)

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of October 25, 2023

AGENDA ITEM: 4-F

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Letter of Support for Chowchilla State Route 99/233 Chowchilla Multimodal Interchange Improvement Project

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The Madera County Transportation Commission (MCTC) has written a letter of support for the City of Chowchilla State Route 99/233 Chowchilla Multimodal Interchange Improvement Project for consideration in the United States Department of Transportation's 2023 Reconnecting Communities and Neighborhoods Grant Program.

This project aims to provide multimodal accessibility/connectivity by providing safe bicycle and pedestrian access through the interchange. Currently, SR 99 acts as a barrier to east-west pedestrian and bicycle movements. The current overcrossing needs to be wider to accommodate multimodal access and requires connectivity to the adjacent local streets.

Improving transportation for all users has been a goal of the City of Chowchilla and the Madera County region, and this project has been a focal point for achieving this. The project has been a long-running part of the vision for our region's healthy and sustainable transportation future, and its need has been called out in numerous plans. The project has been part of each of Madera County's Regional Transportation Plans and Sustainable Communities Strategy from 2010 to 2022.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

September 26, 2023

The Honorable Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Support MAD 99/233 Chowchilla Multimodal Interchange Improvement Project

Dear Secretary Buttigieg:

On behalf of the Madera County Transportation Commission (MCTC), I am writing to express support for the City of Chowchilla's MAD 99/233 Chowchilla Multimodal Interchange Improvement project located at the State Route (SR) 99/233 interchange in Chowchilla, California for consideration in the United States Department of Transportation's 2023 Reconnecting Communities and Neighborhoods Grant Program.

This project aims to provide multimodal accessibility/connectivity by providing safe bicycle and pedestrian access through the SR 99/233 interchange. This project will provide a 10-foot multi-use sidewalk on the north side of the SR 233 overcrossing, with 8-foot shoulders. This project will also construct roundabouts at the interchange ramp terminal intersections. Currently, SR 99 acts as a barrier to east-west pedestrian and bicycle movements. The current overcrossing needs to be wider to accommodate multimodal access and requires connectivity to the adjacent local streets on SR 233. Since this is the only interchange that directly serves the City of Chowchilla, there are no other viable options for cyclists and pedestrians to cross SR 99 from one side of the city to the other. Additionally, the interchange's improvement will improve freight vehicle access to local facilities, reduce idling cars/trucks, and reduce emissions and noise.

This Project is vital to City of Chowchilla residents and is a critical infrastructure project. This project aligns with the goals and objectives of the Madera County Regional Transportation Plan and Sustainable Communities Strategy by prioritizing investment in disadvantaged communities and promoting healthy activity for the community.

Improving transportation for all users has been a goal of the City of Chowchilla and the Madera County region, and this project has been a focal point for achieving this. The project has been a long-running part of the vision for our region's healthy and sustainable transportation future, and its need has been called out in numerous plans. The project has been part of each of Madera County's Regional Transportation Plans and Sustainable Communities Strategy from 2010 to 2022. It was identified in the 2018 Madera County Active Transportation Plan as a priority corridor and priority project for bicycle and pedestrian improvements in the City of Chowchilla. The Chowchilla community indicated the

improvements at the interchange and bridge at SR 233 and SR 99 were of significant importance during the development of the SB1 funded SR 233/Robertson Boulevard Corridor Planning Study and Downtown Master Plan completed in 2021.

MCTC fully supports the City of Chowchilla's Reconnecting Communities and Neighborhoods grant application for the MAD 99/233 Chowchilla Multimodal Interchange Improvement Project. Completion of this important project is vital to seeing both the City of Chowchilla and the greater Madera County regions' long-term visions and goals of safer and more sustainable transportation for all users be realized.

Thank you in advance for your consideration of this project application. We appreciate the opportunity to support the City of Chowchilla in their efforts to complete this project.

Sincerely,



Patricia Taylor, Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of October 25, 2023

AGENDA ITEM: 4-G

PREPARED BY: Jeff Findley

SUBJECT:

Caltrans System Investment Strategy (CSIS) 2.0 Request for Delay

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Caltrans is in the process of preparing the Caltrans System Investment Strategy (CSIS) 2.0 that intends to advance the State's goals and priorities through the development and implementation of the CSIS. The CSIS, which implements one of the California State Transportation Agency (CalSTA) Climate Action Plan for Transportation Infrastructure (CAPTI) key actions and is envisioned to be an investment framework through a data and performance-driven approach that guides transportation investments and decisions. This framework includes methodologies and processes for how Caltrans should invest billions of dollars in highly competitive fund programs that will address transportation deficiencies while also achieving the CAPTI Guiding Principles.

Caltrans released a previous Draft CSIS (1.0) without stakeholder input, such as Metropolitan Planning Organizations (MPOs). MCTC provided a comment letter in November 2022 requesting that Caltrans work closely with stakeholders to revise the document and that their rural rubric definitions did not necessarily reflect rural conditions. MCTC also suggested that the Trade Corridor Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) should have separate criteria to better reflect the intent and purpose of each program. The attached Caltrans response letter indicated that moving forward, Caltrans will develop a robust outreach and engagement plan in which stakeholder input will be a critical step. Additionally, Caltrans said they will work to address rural conditions during their outreach events.

Stakeholders throughout the State, including MCTC are requesting that the current CSIS 2.0 process be delayed in order to provide adequate time to provide meaningful input on this important document. The CSIS 2.0 Public Review Draft is currently available, with a comment deadline of November 1, 2023.

Additional information on CSIS may be found on the Caltrans website at:
<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/corridor-and-system-planning/csis>

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

September 26, 2023

Director Tony Tavares
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

RE: CSIS Development and Partnership

Director Tavares:

The Madera County Transportation Commission (MCTC) respectfully requests that Caltrans delay the schedule for the Caltrans System Investment Strategy (CSIS) 2.0 in order for stakeholders to have sufficient time to review and provide input on CSIS 2.0 as it is developed.

As you are aware, the Self-Help Counties, such as MCTC, help fund California's transportation infrastructure by approving local sales tax increases by a 2/3 voter margin. MCTC has provided over \$53 million in local sales tax measure funding for the improvement of State infrastructure facilities.

MCTC and other stakeholders throughout California should be provided sufficient time to review the CSIS 2.0 proposal and provide Caltrans with substantive comments. As CSIS 2.0 continues to be developed, we look forward to providing you and your staff with specific input throughout the process.

If possible, it would be helpful for Caltrans to issue a revised schedule from what had been previously shared, so that all stakeholders may best prepare and provide comments to ensure CSIS achieves its intended goals.

MCTC appreciates working with you and Caltrans to ensure that the CSIS 2.0 is an effective effort. Working together, we can continue to provide for the mobility, safety, and an equitable transportation system for all Californians.

Your commitment to partnership and your leadership is evident and greatly appreciated.

Sincerely,

Patricia Taylor, Executive Director
Madera County Transportation Commission



Alameda County
Transportation Commission

Contra Costa
Transportation Authority

Fresno County
Transportation Authority

Imperial County
Transportation Commission

Los Angeles County
Metropolitan Transportation
Authority

Madera County
Transportation Commission

Transportation Authority
Of Marin

Merced County Association of
Governments

Transportation Agency for Monterey
County

Napa Valley Transportation Authority

Orange County
Transportation Authority

Riverside County
Transportation Commission

Sacramento
Transportation Authority

Santa Barbara County
Association of Governments

San Benito County Governments

San Bernardino
County Transportation Authority

Santa Clara Valley
Transportation Authority

Santa Cruz County Regional
Transportation Commission

San Diego
Association of Governments

San Francisco County
Transportation Authority

San Joaquin
Council of Governments

San Mateo County
Transportation Authority

Sonoma County
Transportation Authority

Stanislaus Council of Governments

Tulare County
Association of Governments

October 5, 2023

Director Tony Tavares
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

RE: CSIS Development and Partnership

Director Tavares;

Thank you for meeting with the Self-Help Counties to discuss the Caltrans System Investment Strategy (CSIS) development process. As you are aware, the Self-Help County Coalition (SHCC) member agencies help fund California's transportation infrastructure by approving local sales tax increases by a 2/3 voter margin. There are currently 25 SHCC in California, representing over 85 percent of the population or roughly 32 million people. The SHCC member agencies generate, on average, over \$5 billion annually to fund regional and State priority multi-modal projects, creating tens of thousands of jobs.

As you mentioned, a successful CSIS 2.0 should provide guidance for the implementation of the Climate Action Plan for Transportation Investment (CAPTI) as well as projects from locally approved sales tax measures. We greatly appreciated your commitment to slow the CSIS 2.0 adoption process to ensure that stakeholders are able to review and provide input on CSIS 2.0 as it is developed.

We agree that it is critical that funding partners like SHCC member agencies and stakeholders throughout California be provided sufficient time to review the CSIS 2.0 proposal and provide Caltrans with substantive comments. As CSIS 2.0 continues to roll out we will look forward to providing you and your staff specific input throughout the process.

If possible, it would be helpful for the Department to issue a revised schedule from what had been previously shared, so that our local agencies (and all stakeholders) may best prepare and provide comments to ensure CSIS achieves its intended goals.

We appreciate working with you and the Department to ensure that the CSIS 2.0 is an effective effort. Working together, we can continue to provide for the mobility, safety, and an equitable transportation system for all Californians.

Your commitment to partnership and your leadership is evident and greatly appreciated.

Respectfully,

Keith Dunn
Executive Director



STAFF REPORT
Board Meeting of October 25, 2023

AGENDA ITEM: 4-H

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

Social Services Transportation Advisory Council Member Appointments

Enclosure: Yes

Action: Approve Social Services Transportation Advisory Council applications for appointment:

- a. Bertha Vega to represent a Local Social Service Provider for Persons of Limited Means
- b. Franklina Boden to represent a Potential Transit User who is 60 years of age or older
- c. Lynda Schafhauser to represent a Potential Transit User who is 60 years of age or older

SUMMARY:

MCTC Staff is seeking the Policy Board's consideration and action on three applications to the Social Services Transportation Advisory Council (SSTAC). One applicant, Bertha Vega, is seeking reappointment. Two applicants are seeking to be appointed for their first term: Franklina Boden and Lynda Schafhauser. The primary purpose of the SSTAC is to oversee the Unmet Transit Needs Process. Appointments to the SSTAC require action by the Policy Board.

BACKGROUND:

California's Transportation Development Act (TDA) requires the Madera County Transportation Commission (MCTC) to establish a Social Services Transportation Advisory Council (SSTAC) to advise MCTC on any major transit issues in the Madera County region. This includes participating in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist.

The SSTAC shall consist of the following members:

1. **One** representative of a potential transit user who is 60 years of age or older.
2. **One** representative of a potential transit user who is a person with a disability.
3. **Two** representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.

4. **Two** representatives of local social service providers for persons with a disability, including one representative of a social service transportation provider, if one exists.
5. **One** representative of a local social service provider for persons of limited means.
6. **Two** representatives from the local transportation service agency, including one representative from an operator, if one exists.
7. Any additional members appointed from a broad representation of social service and transit providers representing the elderly, persons with disabilities, and persons of limited means in accordance with PUC Section 99238, subdivision B.

The term of appointment is for three years, which may be renewed for additional three-year terms.

DISCUSSION:

Bertha Vega is a Program Manager at Madera County Workforce. The Madera County Workforce is a partnership of community agencies that specialize in providing job placement assistance to the transit dependent population, including persons with disabilities and persons with limited means. Bertha has completed a three-year term on the SSTAC representing a Local Social Service Provider for Persons with Limited Means. She is applying to serve another three-year term.

Franklina Boden is a senior citizen who lives in the city of Madera. She is active in various community organizations, and she hopes that by serving on the SSTAC, she could help to develop better access for transportation for Madera area residents. Franklina is applying to serve one three-year term on the SSTAC representing a Potential Transit User Who is 60 Years of Age or Older.

Lynda Schafhauser is a senior citizen who lives at the edge of the City of Madera, in the unincorporated county. She would like to advocate for transit users, particularly seniors, that are interested in removing mobility barriers. Lynda has always been a user of mass transit while living in New York City and in her travels. She is policy chair and a board member for various community organizations and is applying to serve one three-year term on the SSTAC representing a Potential Transit User Who is 60 Years of Age or Older.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 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: SEPTEMBER 29, 2023

NAME/NOMBRE: FRANKLINA BOGAN

HOME ADDRESS/DIRECCION: [REDACTED] MADERA, CA
Street/ Calle City/ Ciudad Zip Code/ Código Postal

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

PHONE/ TEL: Home/Casa: [REDACTED] Cell: [REDACTED] Work/Empleo: [REDACTED]

EMAIL/ Correo electrónico: [REDACTED]

Request to Represent:/ Solicitud para representar:

- ☒ Potential Transit User 60 Years or Older/ Usuario potencial de transporte público
- ☐ Local Social Service Provider for Seniors/ Proveedor local de servicios sociales para personas mayores
- ☐ Potential Transit User Who Has a Disability/ Usuario potencial de transporte público que esta deshabilitado
- ☐ Local Social Service Provider for Persons with Disabilities/ Representante del proveedor de servicios sociales locales para discapacitados
- ☐ Local Social Service Provider for Persons of Limited Means/ Representante de un proveedor de servicios sociales locales para personas de recursos limitados
- ☐ Local Transportation Service Agency/ Representante de la Agencia de Transporte Local
- ☐ Other (Optional) – Transportation Planning Agency may appoint additional members in accordance with the procedure prescribed in subdivision (b) of California Public Utilities Code § 99238. Otro (Opcional) La Agencia de Planificación del Transporte podrá nombrar miembros adicionales conforme con el procedimiento prescrito en la subdivisión (b) del Código de Servicios Públicos de California § 99238

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)

TO HELP DEVELOP A BETTER ACCESS FOR TRANSPORTATION FOR THE MADERA AREA RESIDENTS.

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 AM A SEASONED SENIOR CITIZEN!!

Signature/ Firma:

Please send completed applications to:
(Por favor mande solicitudes a:)
Natalia Austin,
Senior Regional Planner
2001 Howard Road, Suite 201
Madera, CA 93637
naustin@maderactc.org



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: 10/4/23

NAME/NOMBRE: LYNDA SCHAFFHAUSER

HOME ADDRESS/DIRECCION: [REDACTED] MADERA 93638
 Street/ Calle City/ Ciudad Zip Code/ Código Postal

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

PHONE/ TEL: Home/Casa: [REDACTED] Cell: [REDACTED] Work/Empleo: [REDACTED]

EMAIL/ Correo electrónico: [REDACTED]

Request to Represent:/ Solicitud para representar:

- ☒ Potential Transit User 60 Years or Older/ Usuario potencial de transporte público
- ☐ Local Social Service Provider for Seniors/ Proveedor local de servicios sociales para personas mayores
- ☐ Potential Transit User Who Has a Disability/ Usuario potencial de transporte público que esta deshabilitado
- ☐ Local Social Service Provider for Persons with Disabilities/ Representante del proveedor de servicios sociales locales para discapacitados
- ☐ Local Social Service Provider for Persons of Limited Means/ Representante de un proveedor de servicios sociales locales para personas de recursos limitados
- ☐ Local Transportation Service Agency/ Representante de la Agencia de Transporte Local
- ☐ Other (Optional) – Transportation Planning Agency may appoint additional members in accordance with the procedure prescribed in subdivision (b) of California Public Utilities Code § 99238. Otro (Opcional) La Agencia de Planificación del Transporte podrá nombrar miembros adicionales conforme con el procedimiento prescrito en la subdivisión (b) del Código de Servicios Públicos de California § 99238

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)

I AM A POTENTIAL TRANSIT USER AND LIVE AT THE EDGE OF THE CITY OF MADERA, IN THE COUNTY. COUNTY USERS, ESPECIALLY THOSE OVER 60, NEED AN ADVOCATE THAT IS INTERESTED IN REMOVING MOBILITY BARRIERS. THOUGH I DON'T USE MASS TRANSIT HERE (YET) I AM EXPERIENCED WITH THE USE OF AND BENEFITS OF MASS TRANSIT. I USED NYC TRANSIT THROUGH ALL MY HIGH SCHOOL AND COLLEGE YEARS. IN MY TRAVELS, I ALMOST ALWAYS USE MASS TRANSIT. MADERA NEEDS TO CONTINUE AND EXPAND ITS TRANSIT SYSTEM FOR ALL USERS. I THINK MY VOICE ON THE COUNCIL WILL BENEFIT ALL POTENTIAL USERS.

(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)

WE, MY HUSBAND AND I, ARE RETURNING RETIREES TO MADERA, AFTER BEING AWAY 35 YRS. SINCE RETURNING I HAVE PARTICIPATED IN OR LEAD FRIENDS OF THE MADERA COUNTY LIBRARY (PAST PRESIDENT, CURRENT ADVISORY), MADERA ARLW AMERICAN ASSOCIATION OF UNIVERSITY WOMEN, CURRENTLY POLICY CHAIR, PRESIDENT AND BOARD MEMBER OF MADERA VALLEY WATER COMPANY, FIELD TRIP LEADER AND BOA SOCIETY.

Signature/ Firma: Lynnda Schaffhauser

Please send completed applications to:
 (Por favor mande solicitudes a:)
 Natalia Austin,
 Senior Regional Planner
 2001 Howard Road, Suite 201
 Madera, CA 93637
nataliaaustin@maderactc.org



STAFF REPORT
Board Meeting of October 25, 2023

AGENDA ITEM: 5-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Madera County Transportation Commission Video – Welcome to Madera

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

For the California Transportation Commission meeting held in Madera on October 18-19, 2023, MCTC provided a Welcome to Madera video for our visitors. Staff will show the video at the Board meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of October 25, 2023

AGENDA ITEM: 5-B

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

California Transportation Commission Meetings October 17-19, 2023 Report & Feedback

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The Madera County Transportation Commission hosted California Transportation Commission meeting and various events on October 17-19, 2023. This item is to allow staff to provide a verbal report and to receive feedback from Commissioners.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of October 25, 2023

AGENDA ITEM: 5-C

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

2023 State Budget and Legislative Update

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Gus Khouri, Khouri Consulting, prepared the enclosed memorandum that includes the following and will be discussed as a part of this agenda item:

1. Bills with MCTC Positions that Received a Signature
2. Other Bills of Interest
3. FY 23-24 State Budget Update and Opportunities
4. California Transportation Commission Needs Assessment
5. Active Transportation Program
6. Transit Capital and Intercity Rail Program

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.



October 16, 2023

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

RE: STATE LEGISLATIVE UPDATE – OCTOBER

The first year of the 2023-24 legislative session concluded on September 14. Governor Newsom will have until October 14 to sign or veto legislation pending on his desk. Legislators will return on January 3 to commence the second year of session. MCTC identified 27 priority bills to track this year. The following is a summary of the final status of the higher-profile bills for the year.

Bills with MCTC Positions that Received a Signature

AB 557 (Hart) – Extending Virtual Brown Act Meetings Through State of Emergencies

This bill would remove the sunset date of January 1, 2024, on the Brown Act exemptions for boards to meet virtually during a state of the emergency declaration provided under AB 361 (Rivas), Chapter 165, Statutes of 2021. MCTC supported this bill. **Status:** Signed by Governor Newsom.

SB 617 (Newman) Progressive Design-Build

This bill authorizes, until January 1, 2029, a transit district, municipal operator, consolidated agency, joint powers authority, regional transportation agency, or local or regional agency, as described, to use the progressive design-build process for up to 10 public works projects, more than \$5,000,000 for each project. MCTC supported this bill. **Status:** Signed by the Governor

SB 825 (Limón) Broadband Grants

This bill adds metropolitan planning organizations and regional transportation planning authorities to the list of local government agencies included in the definition of “local agency” eligible to directly apply for local technical assistance grants administered by the California Public Utilities Commission to implement broadband. MCTC supported this bill. **Status:** Signed by the Governor

Other Bills of Interest

ACA 1 (Aguiar-Curry) Vote thresholds for Infrastructure bonds and ballot measures

This measure would authorize a local government, including a special district, to impose, extend, or increase a sales and use tax or transactions and use tax imposed, or a parcel tax, to fund the construction, rehabilitation, or replacement of public infrastructure, defined to include improvements to transit and streets and highways and projects for the protection of property from the impacts of sea

level rise, as well as for affordable housing if the proposition proposing that tax is approved by 55% of its voters. **Status:** Going to the November 2024 ballot.

ACA 13 (Ward) Voting Thresholds

This measure requires an initiative constitutional amendment to comply with any increased voter approval threshold it seeks to impose on future ballot measures. Guarantees in the state constitution the ability of local governments to submit advisory questions to voters. This measure is a response to the California Business Roundtable's (CBR) initiative to make all tax thresholds to be set at a 2/3 vote margin. The CBR must notify the Secretary of State by June 27, 2024, if it plans to pull its initiative. Otherwise, it has qualified for the November 2024 ballot. **Status:** ACA 13 may be on the November ballot pending CBR action. It is currently being held at the Assembly Desk until November 1.

FY 23-24 State Budget Update and Opportunities

In the proposed FY 23-24 released in January, Governor Newsom stated that since the Rainy Day Fund is at capacity, \$951 million must be spent on infrastructure. That number increased to \$2.3 billion with the release of the May Revision. The balance still exists, but legislative leadership is cautious about expending those funds until they receive an accurate accounting of the October tax receipts. This could represent an opportunity to fulfill some of MCTC's funding needs when the legislature reconvenes in January.

California Transportation Commission Needs Assessment

SB 1121, Chapter 508, Statutes f 2022, requires the California Transportation Commission, in consultation with CalSTA and Caltrans, to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next ten years. This represents an opportunity for MCTC to identify priority projects for future funding consideration.

The SB 1121 Stakeholder Workgroup will be meeting every three weeks on the following dates for the rest of 2023 (with some modifications):

- November 2, 2023
- November 30, 2023
- December 14, 2023

Active Transportation Program (ATP)

The ATP was created in 2013 to consolidate five programs (Transportation Alternatives Program, Safe Routes to School Program, Bicycle Transportation Account Program, Recreational Trails Program, and Environmental Enhancement and Mitigation Program) to leverage resources better to provide multi-modal options. The Cycle 7 process is underway, with the California Transportation Commission sharing draft guidelines on October 31.

Transit Capital and Intercity Rail Program

CalSTA is expected to announce a schedule for TIRCP Cycle 7, which includes a workshop after Thanksgiving, a call for projects in December, application deadline in March, and awards in June of 2024. This could represent another opportunity for MCTC to deliver on multi-modal priorities.

MCTC Bill Matrix – October 2023

Measure	Status	Bill Summary	Recommended Position
AB 6 (Friedman) Transportation Planning: regional transportation plans: Solutions for Congested Corridors	6/14/23 Senate Transportation Two-year bill	As amended on March 16, this bill would require the State Air Resources Board (ARB) to establish additional greenhouse gas emission targets for automobiles and light trucks. The bill adds a 60-day timeline before the public participation process for a Metropolitan Planning Organization (MPO) to submit its technical methodology to ARB to determine greenhouse gas emissions reductions. An MPO must submit its sustainable communities strategy to ARB within 120 days of adoption, and ARB would be provided with 180 days, rather than 60, to review a sustainable communities strategy. This bill would require each Solutions for Congested Corridors project nomination to demonstrate how the project would contribute to achieving the state's greenhouse gas emission reduction targets.	Oppose
AB 7 (Friedman) Transportation: project selection processes	9/11/23 Senate Floor Two-year bill	This bill would require the project selection process for each transportation project that would be funded from specified funding sources, including the State Highway Account, the Road Maintenance and Rehabilitation Account, and the Trade Corridor Enhancement Account, to incorporate specified principles: improving safety and resilience of highway system, accelerating environmental review through the One Federal Decision framework, making streets accessible compliant with the Americans with Disabilities Act, addressing storm runoff, electric vehicle charging stations, and reconnecting disadvantaged communities in the planning, projects election, and design process. Proposed amendment would be clarify vehicle miles traveled impact.	Oppose unless amended
AB 9 (Murasutchi) California Global Warming Solutions Act of 2006: emissions limit	6/1/23 Assembly Floor Inactive File Two-year Bill	This bill would require the California Air Resources Board to assess whether the supply of emission allowances and carbon offsets under the Cap-and-Trade Program are consistent with a linear trajectory toward the statewide greenhouse gas emissions reduction goal established in the ARB's most recent scoping plan, rules for banking allowances to use for future compliance, and recommendations made by the Independent Emissions Market Advisory Committee and the ARB's environmental justice advisory committee.	Watch

MCTC Bill Matrix – October 2023

Measure	Status	Bill Summary	Recommended Position
AB 53 (Fong) Motor Vehicle Fuel Tax Law: suspension of tax	3/30/23 Assembly Transportation Two-year bill	This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer be passed on to the end consumer and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise been applied to the transaction.	Oppose
AB 69 (Waldron) Transportation: traffic signal synchronization: roadway improvement projects	2/2/23 Assembly Transportation Two-year bill	This bill would authorize moneys in the Greenhouse Gas Reduction Fund to be allocated for an investment in a traffic signal synchronization component that is part of a roadway improvement project requiring multiple signals, including multimodal redevelopment projects, rail trail projects, urban renewal projects, or a project near transit facilities, if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect.	Watch
AB 295 (Fong) Caltrans: maintenance projects	7/11/23 Senate Transportation Two-year bill	As amended on April 10, this bill would require Caltrans to establish a rapid response unit within the Division of Maintenance to expedite roadside maintenance and the removal and clearing of material. The bill would authorize local governmental entities, fire protection districts, fire safe councils, and tribal entities to notify Caltrans of those projects related to roadside maintenance and the removal and clearing of material that have not been completed in an efficient and timely manner if the continued failure to complete these projects poses a clear and imminent danger.	Watch

MCTC Bill Matrix – October 2023

Measure	Status	Bill Summary	Recommended Position
AB 557 (Hart) Open Meetings: local agencies: teleconferences	10/8/23 Signed by the Governor Chaptered by Secretary of State. Chapter 534, Statutes of 2023	This bill would remove the January 1, 2024, sunset on the Brown Act exemptions for boards to meet virtually during a declared state of emergency declaration provided under AB 361 (Rivas), Chapter 165, Statutes of 2021.	Support
AB 610 (Holden) Youth Transit Pass Pilot Program: free youth transit passes	9/11/23 Senate Floor Two-year bill	Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by Caltrans for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program. Riders under the age of 18 would be authorized to use a system for free.	Watch
AB 744 (Carillo) California Transportation Commission: data, modeling, and analytic software tools procurement	10/8/23 Signed by the Governor Chaptered by Secretary of State. Chapter 541, Statutes of 2023	Requires the California Transportation Commission (CTC), to convene relevant state agencies to assess the procurement and implementation of data, modeling, and analytic software tools to support various state goals, and requires the CTC to develop, by July 1, 2025, a proposal to procure and a process to provide access to data, modeling, and analytic software tools	Watch

MCTC Bill Matrix – October 2023

Measure	Status	Bill Summary	Recommended Position
AB 761 (Friedman) Transit Transformation Task Force	9/14/23 Senate Rules Two-year bill	This bill would require the Secretary of the California State Transportation Agency to establish and convene the Transit Transformation Task Force to include representatives from Caltrans, the Controller's office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The task force would be required to develop a process for early engagement to develop policies to grow transit ridership and improve the transit experience for all users of those services.	Watch
AB 817 (Pacheco) Open meetings: teleconferencing: subsidiary body	4/25/23 Assembly Local Government Two-year bill	This bill would authorize a subsidiary body to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter.	Watch
AB 930 (Friedman) Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts	4/27/23 Assembly Appropriations Failed passage	As amended on April 26, this bill would authorize the legislative bodies of 2 or more local governments, defined to include cities or counties, to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California district (RISE district) in accordance with specified procedures. The bill would require all projects that receive funding from a RISE district to either be located within 1/2 mile of public transit or at least 75% of the site of the development to adjoin parcels that are developed with urban uses. The bill would require the Office of Planning and Research (OPR) to develop standards for the formation of RISE districts. The bill would provide for the establishment of a governing board of a RISE district with representatives of each participating local government.	Watch

MCTC Bill Matrix – October 2023

Measure	Status	Bill Summary	Recommended Position
AB 1335 (Zbur) Local government: transportation planning and land use: sustainable communities strategy	7/12/23 Senate Appropriations Failed passage	This bill would require each transportation planning agency to follow certain population projection procedures when updating the regional transportation plan. The bill would require the sustainable communities strategy to be based on population projections produced by the Department of Finance and regional population forecasts used in determining applicable city and county regional housing needs. The bill would impose similar reconciliation procedures when there are differences in the population forecast provided by the council of governments and the Department of Finance.	Oppose
AB 1379 (Papan) Open meetings: local agencies teleconferencing	4/24/23 Assembly Local Government Two-year bill	This bill, with respect to Brown Act provisions on teleconferencing, would require a legislative body electing to use teleconferencing to post agendas at a singular designated physical meeting location rather than at all teleconference locations. The bill would remove the requirements for the legislative body of the local agency to identify each teleconference location in the notice and agenda, that each teleconference location be accessible to the public, and that at least a quorum of the members participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The bill would instead provide that, for purposes of establishing a quorum of the legislative body, members of the body may participate remotely, at the designated physical location, or at both the designated physical meeting location and remotely. The bill would require the legislative body to have at least 2 meetings per year in which the legislative body's members are in person at a singular designated physical meeting location.	Watch
AB 1525 (Bonta) Transportation Agency: allocations for projects in priority populations	5/18/23 Assembly Appropriations Failed Passage	As amended on April 19, the bill requires CalSTA to ensure that at least 60% of the moneys allocated for transportation projects are allocated for projects located in priority populations, address an important need of priority populations, as to be defined later by Caltrans and CTC, and provide at least 5 direct, meaningful, and assured benefits, or additional co-benefits, to priority populations. Project is defined as road repairs, installing bike lanes, and developing dedicated bus lanes and bus stations.	Oppose

MCTC Bill Matrix – October 2023

Measure	Status	Bill Summary	Recommended Position
ABx1 2 (Fong) Motor Vehicle Fuel Tax Law: suspension of tax	12/6/22 Assembly Pending Referral	This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer be passed on to the end consumer and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise been applied to the transaction. This bill is identical to AB 53.	Oppose
ACA 1 (Aguiar-Curry) Local government financing: affordable housing and public infrastructure: voter approval	9/20/23 Chaptered by Secretary of State. Chapter 173, Statutes of 2023	This constitutional amendment, subject to voter approval, allows a city, county, or special district, with 55% voter approval, to incur bonded indebtedness or impose specified special taxes to fund projects for affordable housing, permanent supportive housing, or public infrastructure, as specified.	Watch
ACA 13 (Ward) Vote Thresholds	9/14/23 Held at Senate Desk until Nov. 1	This constitutional amendment, subject to voter approval, requires an initiative constitutional amendment to comply with any increased voter approval threshold that it seeks to impose on future ballot measures. Guarantees in the state constitution the ability of local governments to submit advisory questions to voters.	Watch

MCTC Bill Matrix – October 2023

Measure	Status	Bill Summary	Recommended Position
SB 32 (Jones) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension	4/19/23 Senate Environmental Quality Failed passage	This bill would suspend the Low Carbon Fuel Standard regulations, adopted by the California Air Resources Board to reduce greenhouse gas emissions, for one year. The bill would exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. This bill, like AB 53 and ABx1 2, and identical to SBx1 1, would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill would require that all savings realized based on the suspension of the motor vehicle fuels tax, the suspension of the Low Carbon Fuel Standard regulations, and the exemption of suppliers of transportation fuels from regulations for use of market-based compliance mechanisms by a person other than an end consumer be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws.	Oppose
SB 411 (Portantino) Open meetings: teleconferences: bodies with appointed membership	10/8/23 Signed by the Governor Chaptered by Secretary of State. Chapter 605, Statutes of 2023	This bill would allow local boards with appointed members subject to the Brown Act with a population of over 3 million to meet remotely.	Watch

MCTC Bill Matrix – October 2023

Measure	Status	Bill Summary	Recommended Position
SB 537 (Becker) Open meetings: local agencies: teleconferences	9/14/23 Assembly Floor Two-year bill	<p>As amended on April 24, this bill would authorize multi-jurisdictional, cross-county legislative bodies to use alternate teleconferencing provisions if the authorizing agency has adopted a resolution. The bill would require a legislative body to provide a record of attendance on its internet website within 7 days after a teleconference meeting. The bill would define “multijurisdictional” to mean a legislative body that includes representatives from more than one county, city, city and county, special district, or a joint powers entity. The bill would require at least a quorum of members of the legislative body to participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The bill would require the legislative body to identify in the agenda each member who plans to participate remotely and to include the address of the publicly accessible building from each member will participate via teleconference. The bill would prohibit a member from participating remotely pursuant to these provisions unless the remote location is the member’s office or another location in a publicly accessible building and is more than 40 miles from the location of the in-person meeting. The bill would repeal these alternative teleconferencing provisions on January 1, 2028.</p>	Support
SB 617 (Newman) Public contracts: progressive design-build: local and regional agencies	10/4/23 Signed by the Governor Chaptered by Secretary of State. Chapter 310, Statutes of 2023	<p>As amended on March 30, this bill authorizes a transit district, municipal operator, consolidated agency, joint powers authority, regional transportation agency, or local or regional agency, to use the progressive design-build process. The bill would specify that the authority to use the progressive design-build process does not include inspection services for projects on, or interfacing with, the state highway system. Progressive design-build procurement is defined as a project delivery process in which both the design and construction of a project are procured from a single entity that is selected through a qualifications-based selection at the earliest feasible stage of the project.</p>	Support

MCTC Bill Matrix – October 2023

Measure	Status	Bill Summary	Recommended Position
SB 670 (Allen) Vehicles miles traveled: maps	5/18/23 Senate Appropriations Failed Passage	As amended on April 27, this bill would require the California Air Resources Board, in consultation with the Office of Planning and Research and Caltrans, to develop a methodology for assessing and spatially representing light-duty vehicle miles traveled and to develop maps accordingly to display average light-duty vehicle miles traveled per capita in the state at the local, regional, and statewide level.	Watch
SB 695 (Gonzalez) Department of Transportation: state highway system: public data portal	10/8/23 Signed by the Governor Chaptered by Secretary of State. Chapter 629, Statutes of 2023	This bill would require Caltrans to annually prepare and make available information and data about activities on the state highway system on a public data portal from the prior fiscal year. The bill would require Caltrans to prepare and make available data and information on a public data portal on planned, pending projects on the state highway system.	Watch
SB 746 (Eggman) Energy conservation contracts: alternate energy equipment: hydrogen	10/7/23 Signed by the Governor Chaptered by Secretary of State. Chapter 410, Statutes of 2023	This bill authorizes the Tri-Valley San Joaquin Valley Regional Rail Authority to enter into contracts related to green electrolytic hydrogen.	Support Watch

MCTC Bill Matrix – October 2023

Measure	Status	Bill Summary	Recommended Position
SB 825 (Limón) Local government: public broadband services	9/8/23 Signed by the Governor Chaptered by Secretary of State. Chapter 186, Statutes of 2023	This bill would add metropolitan planning organizations and regional transportation planning authorities to the list of local government agencies included in the definition of “local agency” eligible to directly apply for local technical assistance grants administered by the California Public Utilities Commission for implementation of broadband.	Support
SBx1 1 (Jones) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension	3/28/22 DIED	This bill is identical to SB 32. It would suspend the Low Carbon Fuel Standard regulations, adopted by the California Air Resources Board to reduce greenhouse gas emissions, for one year. The bill would exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. It would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.	Oppose



STAFF REPORT
Board Meeting of October 25, 2023

AGENDA ITEM: 7-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – September 20, 2023

Enclosure: Yes

Action: Approve September 20, 2023, Meeting Minutes

SUMMARY:

Attached are the Executive Minutes for the September 20, 2023, Policy Board Meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

EXECUTIVE MINUTES

Date: September 20, 2023

Time: 3:00 pm

Place: Madera County Transportation Commission
In person and Zoom

Members Present: Commissioner Cecelia Gallegos
Commissioner Jose Rodriguez
Commissioner Robert Poythress
Commissioner Jeff Troost (Alternate)

Members Absent: Commissioner Waseem Ahmed
Commissioner Leticia Gonzalez
Commissioner David Rogers

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

MCTC Staff: Patricia Taylor, Executive Director
Troy McNeil, Deputy Director/Fiscal Supervisor
Dylan Stone, Principal Regional Planner
Jeff Findley, Principal Regional Planner
Evelyn Espinosa, Senior Regional Planner
Natalia Austin, Senior Regional Planner
Samantha Saldivar, Accounting Technician



1. CALL TO ORDER by Jose Rodriguez

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 Chair of their desire to address the Board when that agenda item is called.

Chair Rodriguez opened the floor for public comment. The following public comments were received:

La Vina resident requested updates regarding the Transportation and Mobility Study.

Fairmead resident requested educational workshops regarding mobility in Fairmead. Fairmead is a disadvantaged community needing ramps and sidewalks. Residents would like something done.

No further comment was presented. Public comment was closed.

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. Low Carbon Transportation Operations Program (LCTOP) Amended List of Projects FY 2022-23

Action: Approve LCTOP List of Projects - Resolution 23-03 Amendment No. 1



- 4-B. Fiscal Year 2022-2023 Revised State of Good Repair (SGR) Project List
Action: Approve Resolution 22-11 Amendment No. 1, adopting a Revised FY 2022-23 SGR project list to be submitted in the amount of \$61,180
- 4-C. Fiscal Year 2023-24 State of Good Repair (SGR) Project List
Action: Approve Resolution 23-11, adopting the FY 2023-24 SGR project list to be submitted in the amount of \$257,366
- 4-D. 2023-24 Sustainable Transportation Planning Grant awarded to Madera County
Action: Information and Discussion Only
- 4-E. Caltrans Sustainable Transportation Planning Grant Program
Action: Information and Discussion Only
- 4-F. FY 2023 Thriving Communities Program (TCP)
Action: Information and Discussion Only
- 4-G. Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program
Action: Information and Discussion Only
- 4-H. FY 2023 Pilot Program for Transit-Oriented Development Planning
Action: Information and Discussion Only
- 4-I. SB 125 Transit Program
Action: Information and Discussion Only
- 4-J. Caltrans System Investment Strategy (CSIS) 2.0
Action: Information and Discussion Only
- 4-K. 2024 State Transportation Improvement Program (STIP) and 2024 Regional Transportation Improvement Program (RTIP) Update
Action: Information and Discussion Only
- 4-L. Call for Projects for the Congestion Mitigation Air Quality Program (CMAQ) and the Carbon Reduction Program (CRP) Funding
Action: Information and Discussion Only
- 4-M. Social Services Transportation Advisory Council (SSTAC) Vacancy
Action: Information and Discussion Only

Transportation Consent Calendar Action on Items 4A-4M

Upon motion by Commissioner Poythress, seconded by Commissioner Gallegos, to approve the Transportation Consent Items 4A-4M. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Gallegos	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Troost	Yes



Vote passed 4-0

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

5-A. MCTC 2023 Public Participation Plan Update – Public Hearing

Action: Conduct Public Hearing. Adopt MCTC 2023 Public Participation Plan

Chair Rodriguez opened the floor for public comment. The following public comments were received:

A member of the public suggested simultaneous interpretation during meetings, hold meetings in the evenings, additional ways to connect with the community can be attending community public outreach events, and other public meetings.

Andrea Uribe, Policy Advocate, Leadership Counsel for Justice and Accountability, requested a longer window of time to request an interpreter for MCTC public meetings.

No further comment was presented. Public comment was closed.

Transportation Action/Discussion Item 5A

Upon motion by Commissioner Gallegos, seconded by Commissioner Troost, to approve the Transportation/Action Discussion Item 5A. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Gallegos	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Troost	Yes

Vote passed 4-0

5-B. 2023 State Budget and Legislative Update

Action: Information and Discussion Only

5-C. 2023 Valley Voice – Washington D.C. Recap

Action: Information and Discussion Only

5-D. Madera County Zero-Emission Vehicle Readiness and Implementation Plan

Action: Approve

Transportation Action/Discussion Item 5D

Upon motion by Commissioner Poythress, seconded by Commissioner Gallegos, to approve the Transportation/Action Discussion Item 5D. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Gallegos	Yes
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Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Troost	Yes

Vote passed 4-0

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 Gallegos, 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 Gallegos	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Troost	Yes

Vote passed 4-0

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 – July 19, 2023

Action: Approve July 19, 2023, Meeting Minutes

7-B. Transportation Development Act (LTF, STA) – Allocation, Resolution 23-09 Amendment No. 1, Resolution 23-10 Amendment No. 1

Action: Approve Resolution 23-09 Amendment No. 1, Resolution 23-10 Amendment No. 1

7-C. Transportation Development Act (STA) – Apportionment, Resolution 23-07 Amendment No. 1

Action: Approve Resolution 23-07 Amendment No. 1

7-D. Triennial Performance Audit Request for Proposals (RFP)

Action: Authorize release of RFP



7-E. FY 2023-24 Overall Work Program & Budget (OWP) – Amendment No. 2

Action: Approve OWP & Budget – Amendment No. 2

Administrative Consent Action on Items 7A-7E

Upon motion by Commissioner Gallegos, seconded by Commissioner Troost, to approve the Administrative Consent Items 7A-7E. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Gallegos	Yes
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Troost	Yes
Vote passed 4-0	

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

NONE

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the 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. Executive Minutes – July 31, 2023 Special Meeting

Action: Approve July 31, 2023, Meeting Minutes

9-B. HdL Newsletter 1st Quarter 2023 – Measure T Sales Tax Update

Action: Information and Discussion Only

9-C. Focus on the Future 2023 Conference

Action: Information and Discussion Only

Administrative Consent Action on Items 9A-9C

Upon motion by Commissioner Poythress, seconded by Commissioner Gallegos, to approve the Administrative Consent Items 9A-9C. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Gallegos	Yes
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Commissioner Poythress Yes
 Commissioner Rodriguez Yes
 Commissioner Troost Yes
 Vote passed 4-0

10. AUTHORITY – ACTION/DISCUSSION ITEMS

10-A. Measure T Renewal Update

Action: Information and Discussion Only. Direction may be provided.

Kendall Flint, DKS Associates, presented an update on the public outreach for a potential renewal of Measure T.

Chair Rodriguez opened the floor for public comment. The following public comments were received:

Member of the Public stated the time for the last ballot initiative was rushed. Consider it takes time for authentic outreach and input.

Fairmead resident stated Fairmead is a disadvantaged community and wants to know why money does not go to Fairmead. Would like to know what improvements have been made to La Vina and Fairmead.

La Vina resident would like a barrier between the homes and almond orchards to reduce the amount of dust to improve air quality.

Andrea Uribe, Policy Advocate, Leadership Counsel for Justice and Accountability suggested recorded meetings, targeted locations with multiple rounds of outreach. Concerned that this is a rushed process.

Barbara Nelson, member of Fairmead and Friends, stated Fairmead has been left behind. Fairmead still has dirt roads, and they must cut down their own weeds. Fairmead needs help and wants a voice for their community.

No further comment was presented. Public comment was closed.

OTHER ITEMS

11. MISCELLANEOUS

11-A. Items from Staff

- Patricia Taylor, Executive Director, welcomed new staff member Natalia Austin, Senior Regional Planner
- There was a reminder about the October 18-19 California Transportation Commission meeting being held in Madera.



- There was a request to move the November Board Meeting date to November 29.
- Patricia publicly thanked staff for all their recent efforts.

11-B. Items from Caltrans

- Michael Navarro, Caltrans District 06, Deputy Director, provided a brief update on the Oakhurst Study, State Route 99 kick-off meeting was well attended, Caltrans is looking for ZEV options on the State Route 99 corridor, Cottonwood Creek project update, Madera Ranchos Rehabilitation project update, and Chowchilla CAPM project update.

11-C. Items from Commissioners

- Commissioner Gallegos announced the September 30th Annual Old Timer's Day Parade and Booths in the Park.
- Commissioner Rodriguez discussed ways to accommodate the public regarding meetings.

12. CLOSED SESSION

NONE

13. ADJOURNMENT

Meeting adjourned at 4:49 pm.

Next meeting scheduled for Wednesday, October 25, 2023.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "PST", is written above the name Patricia S. Taylor.

Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of October 25, 2023

AGENDA ITEM: 8-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

FY 2023-24 Overall Work Program & Budget (OWP) – Amendment No. 3

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 3

SUMMARY:

Included in your package is Amendment No. 3 of the FY 2023-24 Overall Work Program & Budget. The revised Budget is \$2,752,614 (increase of \$188,084 from previously amended budget). The amendment reflects changes due to the following:

- Receipt of REAP 1.0 Grant funds for Regional Housing Program;
- Added additional funds for Admin Consulting Services;
- Combined efforts with Madera County on the Oakhurst Mobility Study resulting in savings to MCTC (Madera County was awarded a competitive grant);
- Added funds for new advanced GIS licenses;
- Added funds for new methodology to obtain traffic pattern information; and,
- Adjustments in the assigned work hours for some of the work elements.

The amendment is recognized in the following accounts:

Revenues – (Increase \$188,084)

- REAP Housing 1.0 – Increase \$159,562
- TDA Carryover – Increase \$28,733
- Member Assessment Fees – Increase \$118
- MCTA – decrease \$329

Salaries & Benefits – (No change)

Indirect Costs – (Increase \$20,000)

- Admin Consulting Services – Increase \$20,000

Other Direct Costs – (Increase \$168,084)

- Consultant (SB-1 Planning Grant) – Increase \$9,200
- Consultant (Regional Housing Program) – Increase \$151,584

- Traffic Model & GIS Support – Increase \$1,800
- Traffic Monitoring Program – Increase \$5,500

The amendment is reflected in all the OWP Work Elements except for WE 102.1 – Regional Early Action Planning Grants of 2021 (REAP 2.0), and WE 201 – Transit.

FISCAL IMPACT:

The 2023-24 Overall Work Program and Budget will increase by \$188,084.



OVERALL WORK PROGRAM Fiscal Year 2023-2024

Adopted April 19, 2023
Amendment No. 1 July 19, 2023
Amendment No. 2 September 20, 2023
Amendment No. 3 October 25, 2023

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

Regional Transportation Planning

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

102 Regional Housing Planning Program REAP 1.0

102.1 REAP 2.0

104 F-Oakhurst Multi-modal Mobility Study

105 F-Regional Growth Forecast

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

Objective

To develop and publish the Regional Transportation Plan (RTP) for Madera County pursuant to State and Federal guidelines (every four years). The Regional Transportation Plan is to be long-range (25-year planning horizon), comprehensive and financially constrained, air quality conformed and updated every four years. It must include a Sustainable Communities Strategy (SCS), be responsive to air quality issues and provide for adequate citizen participation in its development. In the development and preparation of the recently adopted 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 2022 RTP was adopted by the MCTC Policy Board on August 31, 2022. 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 2017 RTP Guidelines were used for the development of the 2018 RTP and 2022 RTP. 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 was 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 was 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 project scoring parameters of the Project Prioritization Study are considered in the 2022 RTP Update.

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

MCTC staff worked with consultants where needed through the MCTC On-call Technical Services and Modeling Support Program to thoroughly analyze and report the findings of the SCS per Sustainable Communities Strategy Program and Evaluation Guidelines in fiscal year 2021/22 and 2022/23. MCTC evaluated impacts to disadvantaged communities in support of an equitably directed RTP and SCS.

MCTC 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 coincided with activities related to the RTP and SCS Scenario Development. Work with the consultant on the PEIR concluded in the fall of 2022.

MCTC, in conjunction with the other seven San Joaquin Valley MPOs, also retained Trinity Consulting for assistance with Air Quality related elements of the 2022 RTP/SCS, specifically related to SB 375 emissions analysis and evaluation of Federal criteria pollutants.

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

The SCS submittal and subsequent review by CARB staff is expected to take place during the 2022/23 and 2023/24 fiscal years. Activities in this element related to the start of development of the 2026 RTP/SCS and PEIR as well as maintenance of the 2022 RTP/SCS will be ongoing throughout the 2023/24 fiscal year. MCTC staff will begin to collect new transportation, housing, and demographic data to update planning tools relevant to the development of the 2026 RTP.

Performance Monitoring Measures

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

California Planning Emphasis Areas

Performance Management

MCTC completed a Project Prioritization Study in 2021 that prioritized all regional projects. The prioritization criteria placed more emphasis on environmental impacts and investment in underserved communities. The project scoring parameters from the Project Prioritization Study were considered in the 2022 RTP/SCS project planning process. Projects are advanced for programming in the FTIP thereafter based upon deliverability within the four-year element of the FTIP. The 2022 RTP utilizes performance measures to

prioritize projects for each scenario developed for the SCS. The current prioritization criteria are found in the MCTC Project Prioritization Study and are summarized here:

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

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

PM 1: HSIP and Safety Performance

PM 2: Pavement and Bridge Condition Performance

PM 3: System Performance/Freight/CMAQ Performance

Previous Work

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

Product

1. Finalize SCS Evaluation Report

2. Amendments to the 2022 RTP as necessary
3. Collection of new transportation, housing, and demographic data for use in development of the 2026 RTP/SCS

Tasks

Task	Description and Responsible Party	% of Work
101.1	<p>Finalize SCS Evaluation Report</p> <ul style="list-style-type: none"> • Prepare SCS submittal report to CARB • Populate technical data tables with travel behavior data from results of 2022 RTP/SCS • Finalize SCS performance report responsive to Sustainable Communities Strategy Program and Evaluation Guidelines <p>Responsible Party: MCTC Staff (July 2023 through Sept 2024)</p>	20%
101.2	<p>Amendments to the 2022 RTP, as needed</p> <ul style="list-style-type: none"> • As needed, amend the 2022 RTP • As needed, prepare emissions analysis for significant amendments to the 2022 RTP <p>Responsible Party: MCTC Staff (July 2023 through June 2024)</p>	30%
101.3	<p>Collect data for the development of the 2026 RTP/SCS</p> <ul style="list-style-type: none"> • Update planning tools with latest available data for transportation, housing, and demographics. <p>Responsible Party: MCTC Staff (July 2023 through September 2024)</p>	50%
	Total	100%

FTE: .45

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

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	

Madera County Transportation Commission
Overall Work Program Fiscal Year 2023-24

Item 8-8-A.

<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	19,013	Direct Wages/Benefits plus Indirect:	165,763
MCTA			
FHWA-PL	146,750		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	165,763		
Total:	165,763	Total:	165,763

Work Element 102 Regional Housing Planning Program REAP 1.0

Objective

To accelerate housing production in the Madera County Region and facilitate compliance with the Regional Housing Needs Assessment (RHNA) plan. To incorporate CAPTI objectives, such as encouraging efficient land use, expand access to jobs, goods, services, and education.

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 1.0):

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 assisted the State Housing and Community Development (HCD) department with the preparation of the 6th Cycle 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 includes 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.

Previous Work

1. Assisted HCD with the preparation of the 6th Cycle 2022 Madera County Regional Housing Needs Allocation Plan.

Product

1. Work with the San Joaquin Valley multiagency working group in the administration of REAP 1.0 funding in Madera County.
2. Monitor LEAP funding in Madera County and assist member agencies, as needed.
3. Administer REAP 1.0 funds and programs.

Tasks

Task	Description and Responsible Party	% of Work
102.1	Administer Regional Early Action Planning (REAP) 1.0 Funding <ul style="list-style-type: none"> • Administer REAP funding for MCTC and with local agency partners. Responsible Party: MCTC Staff (July 2023 to June 2024 Ongoing)	95%
102.2	Monitor Local Early Action Planning (LEAP) Funds and Provide Assistance <ul style="list-style-type: none"> • Monitor LEAP funding to local agencies and provide assistance on an as needed basis. Responsible Party: MCTC Staff (July 2023 to June 2024 Ongoing)	5%
	Total	100%

FTE: 0.02

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102 Regional Housing Planning Program REAP 1.0

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	169,594
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP 1.0	169,594		
Subtotal	169,594	Subtotal	169,594
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	7,978
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP 1.0	7,978		
Subtotal	7,978		
Total:	177,572	Total:	177,572

Work Element 104 F- Oakhurst Area Mobility Study Project FY 22-23

Objective

Prepare a Mobility Study in the Oakhurst Community along State Route 41, State Route 49, and other key travel corridors in the Oakhurst community area..

Discussion

The County of Madera (County) intends to conduct a study and prepare a plan for improved motorized and non-motorized mobility in the unincorporated community of Oakhurst, California. The Oakhurst Area Mobility Study and Plan will assess the locations and conditions of existing vehicle, bicycle, and pedestrian facilities along select study road segments that provide important linkages between schools, residential areas, government buildings, and commercial corridors along State Route (SR) 41 and SR 49 in Oakhurst. With information from the mobility study, the County will assess motorized and non-motorized design improvement options (e.g., sidewalk connectivity, bicycle facilities, education programs) that would serve to improve the circulation network, including bicycle and pedestrian mobility and safety within the community. The study area consists of 10.61 miles of road segments, including approximately 6.99 miles of state highway and 3.62 miles of county road segments composed of the following:

Primary Corridor Segments (8.63 miles)

1. SR 41: Royal Oaks to River Falls Road (2.23 miles)
2. SR 41: Road 425B to Royal Oaks (2.38 miles)
3. SR 41: River Falls Road to Road 222 (1.45 miles)
4. SR 49: SR 41 to Westlake Drive (0.93 miles)
5. Road 426 (Crane Valley Road): SR 41 to Road 427 (School Road) (0.44 miles)
6. Road 427 (School Road): Road 426 to Road 428 (1.2 miles)

Secondary Corridor Segments (1.98 miles)

7. River Parkway Road: SR41 to Indian Springs Road (0.48 miles)
8. Indian Springs Road: River Parkway Road to Road 427 (School Road) (0.23 miles)
9. Road 426 (Crane Valley Road): Road 427 (School Road) to Hangtree Lane (0.71 miles)
10. Civic Circle: SR 41 to Road 426 (0.20 miles)
11. Road 428: Road 427 (High School Road) to Hangtree Lane (0.36 miles)

The Primary Corridor segments will be paid for using Sustainable Communities Competitive grant funds awarded to Madera County, and the Secondary Corridor segments will be paid for using SB-1 Formula Sustainable Transportation grant funds from Madera County Transportation Commission (MCTC).

Project Stakeholders

It is intended that this process include public participation to involve the local community and interested stakeholders in the planning process. The County will hire consultants with expertise to assist with this work with stakeholders and residents (including those from disadvantaged communities, participating in planned workshops, design charrettes, and other outreach events related to plan development).

Overall Project Objectives

The overall objective of the proposed project is the creation of a Mobility Study and Plan for the Oakhurst Community that focuses on several key transportation corridors within the community. The objective of the mobility study will be to create a planning document that identifies appropriate motorized and non-motorized design concepts to increase the functionality and safety of Oakhurst's circulation system for pedestrians, bicyclists, and drivers. The proposed study will complement the County's General Plan, the Oakhurst Area Plan, and other local transportation planning documents to address the shortcomings in Oakhurst's existing local circulation network. Implementation and construction of the design concepts will require action subsequent to this study. Subsequent design will include the hiring of consultants to prepare the required engineering drawings and construction contractors to construct the finalized design concepts, with funding to be secured prior to the start of each activity.

The implementation of the design concepts identified in the Oakhurst Area Mobility Study will ultimately result in significant improvement of Oakhurst's roads, transportation network, and non-motorized transportation infrastructure. Implementation of the study proposed in this project will achieve the following:

- 1) Identify existing vehicle, bicycle, and pedestrian facilities and deficiencies,
- 2) Identify existing use patterns and facility gaps that may currently create barriers or disincentives for non-motorized travel,
- 3) Engage the local community to identify concerns and interest in non-motorized mobility facilities,
- 4) Develop a conceptual plan for focused sidewalk and bicycle facility improvements to increase safety and encourage non-motorized travel.

Previous Work

New Project. Some preliminary work started in FY 2022-23.

Product

1. Existing Conditions Report
2. Public Outreach Plan
3. Strategies Report
4. Final Study

Tasks

Task	Description and Responsible Party	% of Work
104.01	<p>Project Administration</p> <p>Management and administration tasks to be undertaken by the County include compliance with the Grant Application Guidelines, Regional Planning Handbook, and the executed grant contract between Caltrans and the County. Management tasks also include preparation and submission of supporting grant documents as well as preparation of invoices and relevant supporting documentation for quarterly reporting to Caltrans. Disadvantaged business enterprise (DBE) reporting will be conducted, as necessary. A kick-off meeting between the Madera County Planning and Public Works Departments with Caltrans will occur within the first month at the start of the grant performance period.</p> <p>Deliverables:</p> <ul style="list-style-type: none"> • Kick-off Meeting with Caltrans and Madera County – Notes, quarterly invoices and progress reports, DBE reporting • Submission of invoice with supporting documentation • Submission of quarterly progress reports with supporting documentation <p>Responsible Party: Madera County (Within first month following contract approval data, Quarterly through grant performance period)</p>	2%
104.02	<p>Consultant Procurement</p> <p>The County of Madera will follow its current procedures to issue a Request for Proposal (RFP)/Request for Qualifications (RFQ) for a planning consultant to complete the project to create an Oakhurst Area Mobility Plan. A consultant will be selected within three months from the date the Madera County Board of Supervisors approves the grant contract with Caltrans. Once the consultant is hired and a contract established between the consultant and County, roles and responsibilities of each party will be clarified, in addition to reaffirming the project purpose, scope, schedule, and anticipated deliverables.</p> <p>The County will establish a technical working group (TWG) to include the consultant, appropriate county staff, and representatives from key stakeholders, including the Madera County Transportation Commission (MCTC) and Caltrans. The TWG will serve as a venue for managing the roles and responsibilities and workplan issues as well as coordinate planning for projects in Oakhurst and in consideration of the County's General Plan, Oakhurst Area Plan, the Madera County Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the Madera County Active Transportation Plan (ATP). The County and the consultant will develop a Project Work Plan (WP) to set forth the project team organization, detailed work scope, schedule, contract deliverables and budget. Goals, deliverables, and measures for success for the planning process will be developed as part of the workplan.</p> <p>The TWG will exist as a separate and smaller group from a larger Advisory</p>	3%

	<p>Committee that will consist of representatives from all project stakeholder organizations, including representatives from Oakhurst non-government agencies, community groups, business owners, school administrators, and residents in addition to staff from Madera County, Madera County Transportation Commission, and Caltrans. The Advisory Committee will work to guide the planning process, public outreach activities and development of the Mobility Study and Plan.</p> <p>Deliverables:</p> <ul style="list-style-type: none"> • Issue RFP/RFQ to procure consultant using county's current procurement procedures, copy of the Request for Proposal/ Qualifications • Hire project consultant, including copy of the contract between consultant and Madera County • Issuance of Notice to Proceed to the Project Consultant • Clarification of roles and responsibilities • Establish technical working group (TWG) • Establish Advisory Committee • Project kick-off meeting with consultant, including meeting date, meeting notes • Project workplan development, including workplan document <p>Responsible Party: Madera County (January 2023 to February 2023) Within first month following contract approval date, Quarterly through grant performance period (One to three months from grant contract approval date)</p>	
104.1	<p>Existing Conditions</p> <p>This task will involve documentation of existing conditions in the project area and the state of concurrent planning efforts concerning the transportation network, circulation, bike and pedestrian facilities, access and safety in the Oakhurst area. In particular, detailed conditions of bicycle and pedestrian facilities will be assessed for the following road segments:</p> <ol style="list-style-type: none"> 1) SR 41: Royal Oaks to River Falls Road (2.23 miles) 2) SR 49: SR 41 to Westlake Drive (0.93 mile) 3) Road 426 (Crane Valley Road): SR 41 to Road 427 (School Road) (0.44 mile) 4) Civic Circle: SR41 to Road 426 (0.20 mile) 5) Road 427 (School Road): Road 426 to Road 428 (1.2 miles) 6) River Parkway Road: SR41 to Indian Springs Road (0.48 mile) 7) Road 428: Road 427 (High School Road) to Hangtree Lane (0.36 mile) 8) Indian Springs Road: River Parkway Road to Road 427 (School Road) (0.23 mile) <p>The documentation of existing conditions will also involve conducting community and stakeholder workshops to gain perspective on existing conditions, guide visioning, planning, and design for the study area.</p> <p>Deliverables:</p> <ul style="list-style-type: none"> • Identification and outreach to stakeholders. • Assess existing conditions along study area road segments and prepare report documenting existing sidewalk segments and gaps, pedestrian and bicycle crossings, and bicycle facilities and gaps including road shoulder widths and pavement conditions. 	10%

	<ul style="list-style-type: none"> • Conduct Existing Conditions Community Workshop #1 • Conduct Existing Conditions Community Workshop #2 <p>Responsible Party: Madera County, MCTC, Consultant (Three to 12 months from Notice to Proceed date with Project Consultant))</p>	
104.2	<p>Analysis</p> <p>Using existing conditions data from Task 1, Task 2 will involve analysis of deficiencies and options for study area bicycle and pedestrian facility improvement design concepts. This task will focus primarily on options for providing improved connectivity between schools, residential areas, and the commercial business corridors of SR 41 and SR 49 along the study road segments. This task will also include a phasing strategy for potential pedestrian and bicycle facility improvements intended to prioritize improvements with the greatest expected benefit and as desired by stakeholders. Deliverables:</p> <ul style="list-style-type: none"> • Identification and outreach to stakeholders. • Assess existing conditions along study area road segments and prepare report documenting existing sidewalk segments and gaps, pedestrian and bicycle crossings, and bicycle facilities and gaps including road shoulder widths and pavement conditions. • Conduct Existing Conditions Community Workshop #1 • Conduct Existing Conditions Community Workshop #2 <p>Responsible Party: Madera County, MCTC, Consultant (Three to 12 months from Notice to Proceed date with Project Consultant))</p>	15%
104.3	<p>Public Outreach</p> <p>Stakeholders and the public will be engaged during the Community Workshops in the evaluation and ranking of potential bicycle and pedestrian facility improvement options based on meeting project goals, criteria and reducing environmental impacts. Public outreach will also include seeking stakeholder review and input of draft mobility plan and facility improvement options and in formulating the Oakhurst Area Mobility Plan to be developed in Task 5. There will be at least four workshops throughout the project period, each led by Madera County Staff and the Advisory Committee and including members of the public. This task involves development of an outreach and engagement plan that includes identification of stakeholders, process, methods of involvement and desired outcomes for development of the Oakhurst Area Mobility Plan focused on the study road segments. This outreach strategy will guide the methods for outreach, education, and overall community engagement. Emphasis will be placed on outreach to disadvantaged communities and populations, including minority communities, seniors, youth, disabled persons, and other populations within the project's area of effect. Outreach strategies will include bilingual services, PowerPoint Presentations, flyers, website announcements, social and print media announcements, sign-in sheets, community surveys, conceptual drawings, and other items. Printed and online materials will be available in multiple languages, particularly Spanish.</p>	25%

	<p>The outreach and engagement plan will include an assessment of community interest in improved pedestrian and bicycle facilities, constraints, and priorities. The Advisory Committee (first discussed in Task 01) will help lead the public outreach and engagement process through a series of at least four community workshops over the project performance period focused on the development of the Oakhurst Area Mobility Plan and evaluation and ranking of bicycle and pedestrian facility improvement alternatives. Deliverables:</p> <ul style="list-style-type: none"> • Outreach and Engagement Plan – to include PowerPoint Presentations, flyers, website announcements, sign-in sheets, community surveys, conceptual drawings, bilingual services • Education Plan • Conduct Plan Development Community Workshop #3 • Conduct Plan Development Community Workshop #4 <p>Responsible Party: Madera County, MCTC Staff, Consultant (Three to 18 months from Notice to Proceed date with Project Consultant))</p>	
104.4	<p>Advisory Committee Meetings Regular check-in meetings with project staff, consultants, stakeholders, and the public will be required for the Oakhurst Area Mobility Plan. The Advisory Committee (first discussed in Task 01) will be established within 3 months of the contract approval date and will include key project staff and representatives from all stakeholder organizations involved in the project. The Advisory Committee will help guide and inform the Oakhurst Area Mobility Plan development process. The Advisory Committee will meet quarterly and attendance at the quarterly Advisory Committee meetings by all stakeholders will be required. Individual meetings with stakeholders, including other local transit providers and their consultants, may be required at various points on the project. County project staff will be responsible for meeting agendas, meeting materials, and meeting summaries for the Advisory Committee.</p> <p>Deliverables:</p> <ul style="list-style-type: none"> • Check-in meetings with project staff & consultants resulting in Agendas, meeting notes, list of attendees, list of action items • Advisory Committee Meetings resulting in Agendas, meeting notes, list of attendees, list of action items <p>Responsible Party: Madera County, MCTC, Consultant (Monthly and Quarterly, respectively, throughout the project period)</p>	25%
104.5	<p>Draft and Final Plan This task will develop a draft and final Oakhurst Area Mobility Plan based on existing conditions, improvement options and phasing selection, design, and community outreach activities. Additional stakeholder and public outreach will be conducted to review the draft mobility plan and to solicit comments and feedback. The draft plan will also be provided to Caltrans (specifically) for review and comments from that agency. The draft plan will then be presented to the Planning Commission for review/approval and provide opportunity for public comments on the draft plan.</p>	18%

	<p>The County will review public comments and Caltrans input and finalize the plan upon completion of the cost estimate and implementation/ construction schedule. A Final Oakhurst Area Mobility Plan will then be prepared with a summary of the next steps Madera County Public Works will take towards implementing the selected bicycle and pedestrian facility improvements and to prepare an implementation plan for the improvements that identifies the roles and responsibilities priorities, action items (funding, final design, capital, operations, maintenance, and other tasks) and time frames for development of the improvements. The plan will include funding and financing strategies for capital and maintenance costs and will also identify parties responsible for funding and completing capital improvements.</p> <p>Deliverables:</p> <ul style="list-style-type: none"> • Prepare a Draft Oakhurst Area Mobility Plan identifying bicycle and pedestrian facility improvements and including an implementation plan for improvements identified in the mobility plan • Provide Caltrans with the Draft Oakhurst Area Mobility Plan for review/input • Present Draft Oakhurst Area Mobility Plan to the Planning Commission for input • Public Review of Draft Oakhurst Area Mobility Plan after Caltrans and Planning Commission review • Prepare the Final Oakhurst Area Mobility Plan <p>Responsible Party: County, MCTC, Consultant (14 to 22 months after Notice to Proceed date with selected Project Consultant)</p>	
104.6	<p>Board of Supervisors Review and Approval</p> <p>The Madera County Board of Supervisors will be provided with status and updates after the work is initiated and at key times throughout the study and plan development effort to keep the Board informed and to get input from the Board. Staff will prepare a Board letter to create an agenda item for presentation of the Final Oakhurst Area Mobility Plan to the Board for Board approval. Deliverables:</p> <ul style="list-style-type: none"> • Board of Supervisors to review work products, including proposed Final Oakhurst Area Mobility Plan • Board of Supervisors to vote on approval of Final Oakhurst Area Mobility Plan • Complete/approved Oakhurst Area Mobility Plan to be distributed and published to County website • Final Oakhurst Area Mobility Plan that includes a summary of next steps towards implementation, credits FHWA, FTA, and/or Caltrans on the cover or title page, submitted to Caltrans in an ADA accessible electronic copy. <p>Responsible Party: County, MCTC, Consultant (24 months after Notice to Proceed date with selected Project Consultant)</p>	2%
	Total	100%

FTE: .02

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104 F-Oakhurst Multi-modal Mobility Study FY 22-23

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	20,646	Consultant	180,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 22-23	159,354		
Subtotal	180,000	Subtotal	180,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	2,533	Direct Wages/Benefits:	5,401
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 22-23	4,781		
Subtotal	5,401		
Total:	185,401	Total:	185,401

For informational purposes, the County Competitive grant amount for this project is \$450,000 with a \$72,500 Local match provided by the County.

Work Element 105 F-Regional Growth Forecast FY 23-24

Objective

Develop a growth forecast for the region to the year 2060 to be funded with SB-1 Sustainable Transportation Formula Planning Grant.

Staff will develop, with professional assistance, a Regional Growth Forecasting Report. The report will update projections for employment, population, housing, and demographic characteristics for the Madera County region. In addition, the report will help MCTC update the future Regional Transportation Plan and the Sustainable Communities Strategy (RTP/SCS) and provide further cohesive insight for MCTC and its member agencies regarding regional and local demographics for modeling and integrated transportation, land use, and housing studies. Staff will process data from the Central California Household Survey, completed in June of 2023, for utilization to establish base line conditions for future growth projections.

Discussion

The previous growth forecast developed for the region was completed in 2012 and projected growth from 2010 to 2050. MCTC has augmented those projections using underlying data from the California Department of Finance population projections for updates to the RTP/SCS since 2014. The new report will update projections from 2022 to 2060.

The report will reflect regional economic trends and local land use plans from the region's jurisdictions, including information about planned development projects impacting short-term growth. The data will be depicted at the jurisdiction or community level able to be applied to traffic analysis zones in the City of Chowchilla, the City of Madera, and the remainder of Madera County as utilized in the MCTCs travel demand model. Development of the report will require outreach to all jurisdictions and tribal governments in the county to review local planning policies and development trends. In addition, an advisory committee will be convened to review individual elements of the report and provide comments to enhance the projections.

The report will utilize data from the Central California Travel Survey (CCTS) completed in FY22/23. The CCTS is a comprehensive household travel survey (HTS) that utilized a modern research approach to collect demographic and travel pattern information from residents living in the San Joaquin Valley region of California. This survey obtained a detailed understanding of the travel behavior of households across the eight counties in central California.

The CCTS effort was led by the Fresno Council of Governments (FCOG) and is a collaboration between the eight metropolitan planning organizations (Valley MPOs) from Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare counties.

The CCTS will be utilized to establish detailed information for base year conditions that will inform the projection methodology.

The report will help assist decision-making for planning efforts with the capacity to produce sustainable communities, promote mixed-use development, provide affordable housing, and advance transit-oriented development. The report's results may assist jurisdictions in updating general plan land use elements or zoning codes that increase development opportunities around key transportation corridors or nodes.

Previous Work

1. San Joaquin Valley Demographic Forecasts 2010 to 2050

Product

1. Project meeting agendas and notes
2. Population, Household and Demographic Forecast
3. Employment Forecast
4. Final Report

Tasks

Task	Description and Responsible Party	% of Work
105.1	Retain Consultant <ul style="list-style-type: none"> • Prepare and release Request for Proposals • Select consultant Responsible Party: MCTC Staff (November 2023 to December 2023)	5%
105.2	Project Management <ul style="list-style-type: none"> • Bi-weekly meetings with plan development team • Develop oversight committee • Quarterly reports to Caltrans • Monthly or quarterly invoices to Caltrans Responsible Party: MCTC Staff (November 2023 to June 2024)	5%
105.4	Process Existing Conditions <ul style="list-style-type: none"> • Use data from the CCHS to establish detailed base line conditions Responsible Party: Consultant (January 2024 to February 2024)	20%
105.5	Jurisdiction Outreach	10%

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	<ul style="list-style-type: none"> Gather data on general plan, land-use development, and near-term housing or employment projects Responsible Party: Consultant (January 2024 to February 2024)	
105.6	Develop Regional Forecast <ul style="list-style-type: none"> Population by race Population by age Group Quarters Household stock Household size Household by income type Housing type School enrollment Employment Jurisdictional forecast profiles Forecast methodologies and references Responsible Party: Consultant (January 2024 to April 2024)	50%
105.7	Review Regional Forecast Report <ul style="list-style-type: none"> Internal review Oversight Committee review Responsible Party: MCTC, Consultant (April 2024 to May 2024)	5%
105.8	Finalize Regional Forecast Report <ul style="list-style-type: none"> Present results to MCTC Board Report final approval Responsible Party: MCTC, Consultant (May 2024 to June 2024)	5%
	Total	100%

FTE: .05

105 F-Regional Growth Forecast FY 23-24

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	20,072	Consultant	175,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 23-24	154,928		
Subtotal	175,000	Subtotal	175,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	1,791	Direct Wages/Benefits:	15,613

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MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 23-24	13,822		
Subtotal	15,613		15,613
Total:	190,613	Total:	190,613

Public Transportation Planning

201 Transit

202 Rail

Work Element 202 Rail

Objective

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process for rail modes consistent with the principles of livable communities. To incorporate CAPTI objectives, such as, improving transit, rail and shared mobility options and encouraging efficient land use.

Discussion

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

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

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

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

The 2022 HSR Business Plan proposes to fully develop the San Joaquin Valley Segment between Bakersfield and Merced for early service. Beginning in 2029. A new single Merced Multimodal Station will connect high-speed rail to the regional Altamont Corridor

Express (ACE) and the intercity Amtrak San Joaquins service, which will be truncated in Merced. Staff will continue to work with its partners in this planning effort throughout the 2023-2024 fiscal year.

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

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

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

On April 26, 2018, California State Transportation Agency announced that the SJJP and San Joaquin Valley Rail Committee applied for and was successful in being awarded \$500.5 million of Transit and Intercity Capital Program (TIRCP) funding to expand San 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.

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 was expected to occur within the next four years.

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

complete the HST platform and intends to pursue state and federal programs. The HST is expected to begin service in the San Joaquin Valley by 2030.

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

On March 24, 2023, the San Joaquin Joint Powers Authority approved an agreement for project development services and an agreement for preliminary engineering services for \$433,800 and \$514,800 respectively. The SJJPA also intends to seek \$1.2 million in State Rail Assistance Funding for the project.

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

Previous Work

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

Product

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

Tasks

Task	Description and Responsible Party	% of Work
202.1	<p>Review Planning issues related to rail</p> <ul style="list-style-type: none"> • Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems • Incorporate findings into the RTP/SCS where applicable <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	15%

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202.2	Provide staff analysis of available funding resources for rail planning projects <ul style="list-style-type: none"> Analyze and share information for new and existing resources able to support the regions multi-modal systems Responsible Party: MCTC Staff (July 2023 to June 2024)	15%
202.3	Participate in meetings/workshops related to rail <ul style="list-style-type: none"> Participate in reoccurring meetings and workshops hosted by local, regional, state, and Federal partners related to multi-modal transportation Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
202.4	Participate in San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee <ul style="list-style-type: none"> Participate in activities related to the San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee, and other commuter rail subjects of interest to the Madera region as needed. Responsible Party: MCTC Staff (July 2023 to June 2024)	30%
202.5	Participate in the Madera Station Relocation Transit Area Specific Plan Project <ul style="list-style-type: none"> Support Madera County staff in partnership with the City of Madera, Caltrans, CHSRA, and CalSTA in the development of the Plan. Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
Total		100%

FTE: .06

202 Rail

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	21,338	Direct Wages/Benefits plus Indirect:	21,338
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	21,338		
Total:	21,338	Total:	21,338

Active Transportation Planning

301 Active Transportation Planning

Work Element 301 Active Transportation and Complete Streets Planning - CS

Objective

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process with Federal, State, and Local partners for active transportation programs consistent with the principles of livable communities. To incorporate CAPTI objectives, such as expanding access to safe and convenient active transportation options.

Discussion

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

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

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

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

Under the new federal transportation bill, 2.5% of federal planning funds was set aside to help address complete street activities. This work element addresses this requirement and uses these set aside funds to help with eligible complete street activities.

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 worked with the Headquarters Smart Mobility and Active Transportation Branch in developing the California Active Transportation Plan (CAT).

Each District developed a CAT Plan. District 6 developed communication with internal District 6 functional units such as Traffic Operations, Design, Public Information Office, and Asset Management. Stakeholder engagement was conducted throughout the development of the plan using map-based tools. There was a specific focus on engagement with disadvantaged communities.

Work done during CAT Plan development to engage disadvantaged communities and develop contextual guidance for selecting bike/pedestrian facilities needed for SHOPP Project Initiation Report documents will continue in the future.

Previous Work

1. Updated information on complete streets, bicycle, and pedestrian facilities for inclusion in the 2014, 2018, and 2022 RTPs.
2. Incorporated livability/sustainability PEA principles in RTP development.
3. Conducted Pedestrian Safety Assessment with City of Madera.
4. Adopted the Madera County Regional Active Transportation Plan in 2018.
5. Adopted the Complete Streets Policy Guide in 2018.
6. Created Interactive ATP webpage.
7. Participated in ATP meetings with Federal, State and Local agencies.
8. Updated information on bicycle and pedestrian facilities for inclusion in the 2022 RTP.

Product

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

Tasks

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Task	Description and Responsible Party	% of Work
301.1	Review Planning issues related to bicycle and pedestrian facilities <ul style="list-style-type: none"> • Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems, including complete streets • Incorporate findings into the RTP/SCS where applicable Responsible Party: MCTC Staff (July 2023 to June2024)	25%
301.2	Provide staff analysis of available funding resources for non-motorized planning projects <ul style="list-style-type: none"> • Analyze and share information for new and existing resources able to support the regions multi-modal systems, including complete streets Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
301.3	Participate in meetings/workshops related to complete streets, bicycle and pedestrian facilities <ul style="list-style-type: none"> • Participate in meetings and workshops hosted by Federal, State, and Local, partners related to multi-modal transportation, including complete streets. Estimated number of meetings could be twice monthly. Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
301.4	Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments <ul style="list-style-type: none"> • Collect any important data and information related to maintaining or updating the Active Transportation Plan, including Complete Streets Policies • Update the ATP webpage as needed Responsible Party: MCTC Staff (July 2023 to June 2024)	35%
	Total	100%

FTE: .24

301 Active Transportation Planning - CS

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	

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<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	87,890
MCTA			
FHWA-PL	55,322		
Complete Streets-PL	22,487		
FTA-Section 5303			
STIP – PPM (Match)	10,081		
Other			
Subtotal	87,890		
Total:	87,890	Total:	87,890

Highways, Corridors, and Routes of Regional Significance

401 Highways, Corridors, and Routes of Regional Significance

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

Objective

To maintain a continuing, cooperative, and coordinated regional Goods Movement, Streets, and Highways planning process which coordinates with our San Joaquin Valley partners and is also responsive to local needs and to State and Federal planning requirements. To incorporate CAPTI objectives, such as improving goods movement and infrastructure.

Discussion

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

State Route 99 Coordination

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

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

San Joaquin Valley Interregional Goods Movement Plan

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

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

San Joaquin Valley Goods Movement Sustainable Implementation Plan

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

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

San Joaquin Valley I-5 Goods Movement Plan

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

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

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

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

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

Short Haul Rail Intermodal Facilities in the San Joaquin Valley.

Origin/Destination and Fiscal Impact Study

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

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

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

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

State Route 99 Multimodal Corridor Plan

A multi-District effort (Districts 3, 6, and 10) has been underway since late 2019 to update the published plans for SR 99 (the 2003 Transportation Concept Report, the 2008 Rural Corridor System Management Plan (CSMP), the 2009 Urban CSMP, and the Route 99 Business Plan, most recently updated in 2020) by developing a Comprehensive Multimodal Corridor Plan (CMCP) for SR 99 through the Central Valley (from I-5 junction to U.S. 50). Outreach for the CMCP development began in earnest with a two-day hybrid SR 99 Summit Event held in March 2022 with over 70 in-person attendees and representatives from Caltrans Districts 6 and 10, Headquarters Divisions, local partner

agency representatives, elected officials, and Community-Based Organizations from the Central Valley. The SR 99 CMCP will develop a shared vision and implementation plan for the SR 99 corridor that aligns with State goals and policies while meeting the needs of agency partners, stakeholders, and the traveling public. The CMCP will revise the prior vision to align with current activity and direction, thereby comprehensively addressing the unique challenges of the corridor. Pending approval for contract execution, the estimated completion date for the CMCP will be in Fiscal Year 2024-25.

MCTC will participate with Caltrans CMCP development in the following capacity:

- Participate in the kick-off meeting for the CMCP development, along with Caltrans Districts 3, 6, and 10, other Valley MPOs. **Consideration will be given to MCTC's past documents, studies, modeling, and community outreach/engagement relevant to SR 99 to help establish a foundation for the CMCP;**
- Participate as a member of the CMCP Stakeholder Team for the duration of the CMCP development, including potentially as part of a Technical Advisory Committee (TAC); the CMCP Stakeholder Team will meet up to eight times (once each quarter for the duration of CMCP development, anticipated to last 2 years);
- Participate in the development of a Public Engagement Plan for CMCP engagement;
- In partnership with Caltrans and stakeholders, MCTC will collaborate on hosting at least two workshops for public outreach and engagement (the same will occur in all other counties in Districts 6 and 10, plus Sacramento County for District 3); the goal of these public outreach and engagement activities is to gather community, stakeholder, and local agency input to identify needs and solicit innovative ideas and shape potential solutions to transportation issues within the corridor; said comments will note county, state route, and closest street interchange/intersection(s) identified in the comments, or if comments don't apply to any specific geographic location; and
- If participating as a member of a TAC for the CMCP, MCTC will help finalize the scope, approach, and schedule of the MPO travel demand modeling and micro/mesosopic simulation analysis; to assemble available traffic and model data such as freeway mainline and ramp volumes, arterial street volumes, intersection volumes, signal timing plans, bicycle, and pedestrian counts and transit ridership data. Traffic volumes and Travel Time data will be assembled from existing and available sources, including from PeMS (at locations having 80% or greater observed percentage), the National Performance Management Research Data Set (NPMRDS), Transportation System Network (TSN), Inrix, signal timing plans, and ramp metering rates. Recent traffic studies along the study corridor will be reviewed for data.

Trade Port California

In 2019, the Central Valley Community Foundation along with the San Joaquin Valley Air Pollution Control District, The Ports of Long Beach, and Los Angeles, all eight counties of the San Joaquin Valley, and other partners initiated a California Inland Port Feasibility

Analysis. The purpose of the study was to assess the viability of establishing a rail-served inland port project in California. The study was conducted by Global Logistics Development Partners (GLD Partners), an investment advisory firm specializing in transportation and logistics investments.

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

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

Fresno Council of Governments acting as the project lead on behalf of the San Joaquin Valley has submitted an application for the former California Inland Port, now referred to as the Trade Port California project, for the State of California's FY 2022/23 Port and Freight Infrastructure Program. CalSTA will award up to \$1.2 billion through this program with \$600 million available for projects in 2022-23 and \$600 million in 2023-24, consistent with funding availability.

Seventy percent of this funding is to be used to support infrastructure projects supporting goods movement related to the Port of Los Angeles, the Port of Long Beach, or both. The remaining thirty percent is to be directed to other high-priority projects supporting ports and goods movement infrastructure in the rest of the state, including inland ports.

MCTC will continue to support progress towards implementing the Trade Port California project under the leadership of Fresno Council of Governments project management.

Previous Work

1. Provided technical support and participated in the Fresno-Madera County Freeway Interchange Deficiency Study – Phase I & II.
2. San Joaquin Valley Goods Movement Action Plan.
3. Participation in Goods Movement Studies: Study of San Joaquin Valley Interregional Goods Movement Plan, San Joaquin Valley Goods Movement Sustainable Implementation Plan, and the San Joaquin Valley I-5/SR 99 Goods Movement Corridor Study.
4. San Joaquin River Regional Transportation Study.
5. Participation on VTA sponsored SR 152 Trade Corridor Study.

6. Participation in SR 99 and SR 41 Congestion Management Plans.
7. Participation in the San Joaquin Valley Interregional Goods Movement Plan.
8. Study of Short-Haul Intermodal Facilities in the San Joaquin Valley.
9. Origin/Destination with Fiscal Impact Study

Product

1. Staff reports on various corridor and project level traffic studies, including SR 41 High Emphasis Focus Route, SR 49 designation, and SR 99.
2. Data pertinent to accurate modeling of travel data on goods movement corridors.
3. Participate in the development of Phase III of the San Joaquin Valley Inland Port Feasibility Study
4. Participate with the development of the SR 99 Multimodal Corridor Plan.

Tasks

Task	Description and Responsible Party	% of Work
401.1	Review local agency circulation elements including goals, policies, and objectives <ul style="list-style-type: none"> Provide feedback and comments as necessary Responsible Party: MCTC Staff (July 2023 to June 2024) Estimated frequency: Biannually, or as needed	10%
401.2	Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies <ul style="list-style-type: none"> Provide feedback and comments as necessary Responsible Party: MCTC Staff (July 2023 to June 2024) Estimated frequency: Quarterly, or as needed	20%
401.3	Prepare staff analysis on various studies, plans, and reports on the State Highways System as needed <ul style="list-style-type: none"> Provide feedback and comments as necessary Responsible Party: MCTC Staff (July 2023 to June 2024) Estimated frequency: Quarterly, or as needed	15%
401.4	Participate where applicable with the Trade Port California project development <ul style="list-style-type: none"> Assist with stakeholder engagement for the project Provide feedback and comments on the continued development of the project (July 2023 to June 2024)	20%

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401.5	Participate and provide technical support for the SR 99 Multimodal Corridor Plan <ul style="list-style-type: none"> Participate in plan kickoff meeting Provide feedback and comments on the development of the plan Assist with public engagement for the plan Responsible Party: MCTC Staff (July 2023 to June 2024) Estimated frequency: Monthly, or as needed	35%
	Total	100%

FTE: .15

401 Highways, Corridors, and Routes of Regional Significance

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	5,999	Direct Wages/Benefits plus Indirect:	52,302
MCTA			
FHWA-PL	46,303		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	52,302		
Total:	52,302	Total:	52,302

Programming and Financial Management

501 Transportation Program Development

502 Project Coordination and Financial Programming

Work Element 501 Transportation Program Development

Objective

To identify transportation improvements proposed for implementation within the four-year time frame of the Federal Transportation Improvement Program (FTIP), and other associated documents and plans, in compliance with State and Federal requirements. To incorporate CAPTI objectives, such as expanding access to safe and convenient active transportation options, improve goods movement systems and infrastructure, improve transit, rail, and shared mobility options, advance zero emission vehicle technology, and supportive infrastructure, expand access to jobs, goods, services and education.

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 2025 FTIP in Winter 2023 and will be completed in Summer 2024.

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); Carbon Reduction Program (CRP); 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 2023 FTIP and updates will be incorporated in the 2025 FTIP.

Assembly Bill 1012 was enacted into law during February of 1999 to speed up the delivery of RSTP, and CMAQ. projects. The legislation establishes “Program Delivery Advisory” teams representing State, Regional and Local Transportation Officials. The team’s main goal is to assist in the expeditious delivery of transportation projects and to expedite the use of the large cash balance in the State Highway Account. One of the main objectives of the project delivery teams was to seek ways in which to integrate environmental reviews more extensively into the transportation planning process. The Caltrans’ Environmental Review team and local agencies are investigating ways in which to coordinate activities with resources and permit agencies; to establish increased use of environmental inventories to identify sensitive areas; and improve analytical tools to speed up deliver of projects.

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

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

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

obligation of funds has commenced to comply with the provisions of AB 1012 (timely use of funds). Staff conducts meetings as necessary with member agencies to discuss project progress, obligation status, and to provide assistance when needed.

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

Previous Work

1. Exchanged RSTP.
2. Programmed CMAQ funding consistent with adopted Expedited Project Selection Process (EPSP).
3. Coordinated FTIPs with RTIPs.
4. Provided updated information to member agencies concerning AB 1012 activities and new State requirements for the "timely use" of State and Federal funds.
5. Prepared "local" Obligation Plans for the CMAQ program to track regional obligation progress in meeting AB 1012 requirements.
6. Entered MOU with Caltrans to "Lump-Sum" the State Highway Operation and Protection Program (SHOPP) to help accelerate the delivery of State projects.
7. Adopted previous Madera County FTIPs and Air Quality Conformity Findings.
8. Various FTIP amendments.
9. Adopted RTIPs.
10. Annual Listing of Obligated Projects: 2002-2022.
11. Conducted a CMAQ Call for Projects in FY 19-20.
12. 2023 FTIP and Air Quality Conformity Analysis adopted in August 2022.

Product

1. 2025 FTIP.
2. Air Quality Analysis for the 2025 FTIP.
3. Amendments to the 2023 FTIP and Air Quality Conformity Analysis.
4. Staff analysis of project funding available to Madera County.
5. Public Notices and Inter Agency Consultation.
6. RSTP appropriation process.
7. Project selection and implementation of CMAQ/CRP 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/CRP Call for Projects in 2023.
13. Prepare and adopt 2024 RTIP.

Tasks

Task	Description and Responsible Party	% of Work
501.1	Review California Transportation Commission Fund Estimates and policies <ul style="list-style-type: none"> Review State funding estimates and policy guidelines and updates. Responsible Party: MCTC Staff (July 2023 to June 2023 through fall 2024)	2%
501.2	Review Caltrans IIP and solicit local agency input <ul style="list-style-type: none"> Review State transportation planning and coordinate with local agencies. Responsible Party: MCTC Staff (July 2023 to June 2024 - as needed/required through entire Fiscal Year, as requested by State and local agencies)	3%
501.3	Begin preparation of 2025 FTIP and Air Quality Conformity Documents and amend 2023 FTIP, as needed <ul style="list-style-type: none"> Begin preparation of 2025 FTIP and Air Quality Conformity Analysis for the 2025 FTIP and 2022 RTP. Continue to amend the 2023 FTIP on an as needed basis. Responsible Party: MCTC Staff (July 2023 to June 2024 - as needed/required through entire Fiscal Year, as requested by State and local agencies)	60%
501.4	Coordination of FTIP and RTP <ul style="list-style-type: none"> Ongoing coordination of the 2023 FTIP and 2022 RTP. Responsible Party: MCTC Staff (July 2023 to June 2024 - as needed/required through entire Fiscal Year)	10%
501.5	Prepare, submit, and upload various CMAQ Reports <ul style="list-style-type: none"> Prepare annual reports for the CMAQ Program and input to Federal database. Responsible Party: MCTC Staff (4 Quarter 2023)	5%
501.6	Prepare and submit AB 1012 Report <ul style="list-style-type: none"> Prepare and submit annual AB 1012 Report to Caltrans Division of Local Assistance on status of CMAQ obligations for the Fiscal Year. Coordinate with local agencies. Responsible Party: MCTC Staff (1 Quarter 2024)	2%
501.7	Participate in Statewide CFPG and Program CTIPS <ul style="list-style-type: none"> Participate in the California Federal Programmers Group and program the FTIP utilizing the Caltrans CTIPS database. Responsible Party: MCTC Staff	3%

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	(July 2023 to June 2024 through entire fiscal year)	
501.8	Prepare Annual Listing of Federal Projects <ul style="list-style-type: none"> Prepare and post the Annual Listing of Federal Projects that obligated funds during the prior Federal fiscal year. Responsible Party: MCTC Staff (4 Quarter 2023)	2%
501.9	CMAQ/CRP Call for Projects <ul style="list-style-type: none"> Conduct a CMAQ/CRP Call for Projects for the 2023/2025 FTIP. Solicit and evaluate proposals from local agencies. Approve projects and amend them into FTIP. Responsible Party: MCTC Staff (August 2023 to June 2024)	9%
501.10	Prepare 2024 RTIP <ul style="list-style-type: none"> Preparation of the 2024 Regional Transportation Improvement Program in conjunction with the 2024 Statewide Transportation Improvement Program. Responsible Party: MCTC Staff (July 2023 to June 2024)	4%
	Total	100%

FTE: .58

501 Transportation Program Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	23,183	Direct Wages/Benefits plus Indirect:	202,116
MCTA			
FHWA-PL	178,933		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	202,116		
Total:	202,116	Total:	202,116

Work Element 502 Project Coordination and Financial Programming

Objective

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

Discussion

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

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

Previous Work

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

Product

1. Project transportation planning and programming support services.

2. Prioritization and financial cash flow analysis.

Tasks

Task	Description and Responsible Party	% of Work
502.1	<p>Federal/State Project Programming and Delivery Requirements</p> <ul style="list-style-type: none"> Review and maintain Federal/State programming and delivery requirements. <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	20%
502.2	<p>Work with Local Agencies on Federal/State Project Programming and Delivery Requirements</p> <ul style="list-style-type: none"> Provide staff time dedicated to keeping current with all State/Federal regulations affecting project delivery and working with local agencies to ensure that project planning and programming work activities are responsive to these requirements, are timely, and are processed correctly. <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	30%
502.3	<p>Prioritize Projects in FTIP and RTP</p> <ul style="list-style-type: none"> Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis. <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	45%
502.4	<p>Evaluate State Funding Programs for Applicability and Implementation</p> <ul style="list-style-type: none"> Evaluate Strategic Growth Council's Affordable Housing and Sustainable Communities Program and other State funding programs for applicability and implementation in Madera County. <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	5%
	Total	100%

FTE: .12

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502 Project Coordination and Financial Programming

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	29,648
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM	29,648		
Other			
Subtotal	29,648		
Total:	29,648	Total:	29,648

Data Services, Forecasting, and Modeling

601 Travel Demand Model Management

602 Air Quality Modeling

603 GIS and Mapping Resources

604 Performance Management and Data Development

605 Regional Traffic Monitoring Program

Work Element 601 Travel Demand Model Management

Objective

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

MCTC will consider new available data to incorporate into modelling tools for development of the 2026 RTP/SCS. MCTC is currently working with neighboring MPO partners on the Central California Travel Survey. The results of this survey will yield vital information and data able to be incorporated into transportation modelling tools. MCTC staff will work with modeling professionals to effectively incorporate new data from the Central California Travel Survey into the travel demand model during the 2023/24 fiscal year.

MCTC will also conduct a socioeconomic and demographic projection analysis for Madera County. This analysis will provide future projections of household and person data able to help better predict future conditions in the 2026 RTP analysis years.

Staff will coordinate applying updates and testing modeling functionality with their inclusion. Steps to recalibrate and validate the model will commence as necessary once new data has been applied. When all updates have been applied and calibration and validation activities are completed, the model documentation will be updated to reflect all changes.

Previous Work

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

Product

1. Create Model Runs for Significant RTP and FTIP Amendments
2. Provide Modeling Data and Assistance
3. Incorporate new available transportation, housing, and demographic data into modelling tools as necessary.
4. Update model documentation as necessary.

Tasks

Task	Description and Responsible Party	% of Work
601.1	Additional Model Runs for Significant Amendments of the RTP and FTIP <ul style="list-style-type: none"> When needed, Run model for significant amendments of the RTP and FTIP Deliverable: Model input or output data Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
601.2	Additional Local Agency and Partner Modeling and Technical Support <ul style="list-style-type: none"> Assist local agencies with modeling assistance where needed Provide model data as requested to state and Federal partners Deliverable: Model run output data Responsible Party: MCTC Staff (July 2023 to June 2024)	10%

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601.3	<p>Incorporate new available transportation, housing and demographic data into modelling tools</p> <ul style="list-style-type: none"> • Integrate data from the Central California Travel Survey • Incorporate data from socioeconomic and demographic projection analysis • Additional appropriate data sources as they are developed • Update model documentation as necessary <p>Deliverable: Updated Model data Responsible Party: MCTC Staff, consultant (July 2023 to June 2024)</p>	70%
	Total	100%

FTE: .20

601 Travel Demand Model Management

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	11,952	On-call Consultant(s)	100,000
MCTA		Traffic Model Support	4,200
FHWA-PL	92,248		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	104,200	Subtotal	104,200
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	8,585	Direct Wages/Benefits plus Indirect:	74,846
MCTA			
FHWA-PL	66,261		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	74,846		
Total:	179,046	Total:	179,046

Work Element 602 Air Quality Modeling

Objective

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

Discussion

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

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

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

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

The EMFAC model developed by CARB plays an important role in analyzing impacts to air quality caused by travel behavior in the Madera Region. The model creates an inventory of various vehicle types operating throughout the state by specific region. This inventory includes low-emission and zero-emission vehicles (ZEV). The EMFAC model projects the expected market integration ZEV in the Madera Region for MCTC state AND federal air quality analysis. MCTC has demonstrated its transportation planning related air quality impacts conform to the Ozone, PM 2.5, and PM 10 standards. The MCTC Policy board acknowledged these findings and directed MCTC staff to forward the results of the analysis to appropriate state and Federal authorities who concurred with the findings. MCTC staff have worked with consultants to transition emissions analysis to newer version of the EMFAC model whereas EMFAC14 was used for the most recent analysis activities related to the development of the 2022 RTP/SCS and 2023 FTIP. Going forward, EMFAC21 will be used for emissions modeling activities.

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 that were utilized for the 2022 RTP/SCS and EIR and the 2023 FTIP modeling activities. Staff utilized data output from various analysis years to prepare air quality emissions analysis for SB 375 and to demonstrate Federal air quality conformity. Modeling data output from various projection years and scenarios were converted into EMFAC14 model inputs. The EMFAC14 model was ran to create detailed emission data upon which to develop emissions analysis for SB 375 and Federal air quality conformity requirements. Future emissions modeling activities in support of SB375 and Federal air quality conformity will utilize EMFAC21.

Previous Work

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

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

Product

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

Tasks

Task	Description and Responsible Party	% of Work
602.1	SCS Evaluation Report for CARB staff in support of an effective and implementable SCS able to comply with GHG reduction mandates per SB 375 <ul style="list-style-type: none"> • Prepare SCS data table • Prepare SCS compliance report Deliverable: SCS Evaluation Report Responsible Party: MCTC Staff (July 2022 to March 2023)	65%
602.2	Multi-Agency Coordination for Air Quality Planning Activities <ul style="list-style-type: none"> • Participate with Interagency Consultation (IAC) group on technical matters related to Air Quality analysis • Work with SJVAPCD and other agencies to determine if there are traffic control measures, reasonably available control measures and/or best available control measures able to be pursued for congestion or inclusion is attainment demonstrations Responsible Party: MCTC Staff, Consultant (July 2023 to March 2024)	5%
602.3	Assist Local Agencies and State and Federal Partners with Air Quality Analysis Technical Support <ul style="list-style-type: none"> • Assist local agencies with Hot-spot emissions assessment as needed. • Provide model data as requested to state and Federal partners in support of emissions/air quality planning Deliverable: Model run, model output data Responsible Party: MCTC Staff (July 2023 to June 2024)	15%

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602.4	Prepare Air Quality Conformity Determination for new SIP standards or Significant Amendments to the RTP and FTIP <ul style="list-style-type: none"> • Prepare new Conformity Determination Deliverable: Conformity Determination Responsible Party: MCTC Staff (July 2023 to June 2024)	15%
	Total	100%

FTE: .24

602 Air Quality Modeling

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Air Quality Consultant	9,000
MCTA			
FHWA-PL	7,968		
FTA-Section 5303			
STIP - PPM	1,032		
Other			
Subtotal	9,000	Subtotal	9,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	84,026
MCTA			
FHWA-PL	74,388		
FTA-Section 5303			
STIP – PPM (Match)	9,638		
Other			
Subtotal	84,026		
Total:	93,026	Total:	93,026

Work Element 603 GIS and Mapping Resources

Objective

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

Discussion

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

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

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

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

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

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

MCTC participates 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.

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.

In 2023 MCTC staff began to investigate ways to improve the agency's GIS databases and user experience by updating and refining its GIS capabilities. This included an overall assessment of current spatial data management capabilities, updating existing mapping tools, standardizing mapping development, implementation of new mapping datasets, hosting a variety of web applications and maps for public consumption and staff training. Increasing and expanding the abilities of an enhanced GIS platform and maintenance of GIS databases and related data layers have wide applications for use by local agencies, tribal governments, and the State for describing the existing and future conditions of transportation facilities within Madera County. This information will also assist with disseminating information across industries and sectors as a tool to help inform decision makers and members of the public.

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. Updated GIS map viewing portal.
11. 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.
12. Developed database of transit routes and stops.
13. Developed VMT Screening map.
14. Developed traffic monitoring database.

Product

1. 2022 San Joaquin Valley Household Travel Survey
2. Increase and expand the abilities of an enhanced GIS platform and maintenance of GIS databases and related map layers for use by local agencies, tribal governments, and the State for describing existing conditions on transportation facilities within Madera County.
3. Maintenance of demographic database for Madera County with projections by TAZ as needed to support air quality analysis requirements for amendments to the 20223 RTP and 2023 FTIP.
4. Continuous coordination with local agencies, neighboring counties, and Caltrans.
5. Continuous GIS training for MCTC staff.

Tasks

Task	Description and Responsible Party	% of Work
603.1	Attend Madera County GIS User Group meetings (monthly), training, and workshops to stay up to date with current GIS technology, advancements and best practices Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
603.2	Create and update GIS map data layers, perform geoprocessing, mapping and geospatial analysis to support regional efforts, such as the Federal Transportation Improvement Program, Regional Transportation Improvement Program, and the	55%

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	Regional Transportation Plan. Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	
603.3	Update and maintain GIS data layer for bridges Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	5%
603.4	Create, update, and maintain GIS data layers for bicycle, pedestrian, and transit networks Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	15%
603.5	Update and maintain GIS data layers for land use and zoning Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	5%
603.6	Create and update GIS data layers, perform geoprocessing, mapping and spatial analysis for the identification of disadvantaged communities and to support the acquisition of funding to benefit them Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	10%
Total		100%

FTE: .51

603 GIS and Mapping Resources

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		GIS Support	8,100
MCTA			
FHWA-PL	7,171		
FTA-Section 5303			
STIP – PPM	929		
Other			
Subtotal	8,100	Subtotal	8,100
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	189,632
MCTA			
FHWA-PL	167,881		
FTA-Section 5303			
STIP – PPM (Match)	21,751		
Other			
Subtotal	189,632		
Total:	197,732	Total:	197,732

Work Element 604 Performance Management and Data Development

Objective

Development of transportation performance measures (PM) and targets as part of the Regional Transportation Planning Process. To incorporate CAPTI objectives, such as strategically invest in state of good repair improvements, enhance transportation safety and security, and improve goods movement and infrastructure.

Discussion

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

PM 1: HSIP and Safety Performance

PM 2: Pavement and Bridge Condition Performance

PM 3: System Performance/Freight/CMAQ Performance

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

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

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

- Pavement Performance of the NHS

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

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

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

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

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

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

The performance-based planning activities require regular coordination with Federal,

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

Previous Work

1. Retained Consultant to develop baseline safety data and targets for safety performance measures.
2. Established performance targets for PM 1, 2, and 3 and report processes with local agencies.
3. Signed target reporting agreements with Caltrans for PM1, and mid-performance updates for PM2.
4. Signed agreements with local jurisdictions to reflect inclusion of performance target coordination, setting, and report processes.
5. Safety Performance Targets incorporated into the 2018 Regional Transportation Plan.
6. Coordinated with Caltrans for PM3 Second Performance Period 2022-2026.

Product

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

Tasks

Task	Description and Responsible Party	% of Work
604.1	<p>Coordination Activities</p> <ul style="list-style-type: none"> • Coordinate with FHWA and Caltrans regarding Federal and State requirements. Caltrans conducts periodic assessment of target goals during their mid-performance review setting. MCTC will participate and review targets as appropriate to help the state with its reviews. • Coordinate with local agencies in regard to data and target setting. • Collaborate with local agency representatives and other stakeholders regarding goals, objectives, measures and targets and the development of planning documents related to developing targets • Participation in Technical Advisory Group meetings for Performance Measures. • Participate in training, workshops, meetings, and related activities <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	40%

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604.2	<p>Monitoring</p> <ul style="list-style-type: none"> • Monitor PM1 performance targets • Monitor PM2 performance targets and report processes for local agencies for performance measures. • Monitor PM3 performance targets • Monitor State and Federal guidance related to performance measures. <p>Responsible Party: MCTC Staff (July 2023 to June 2024, as required)</p>	45%
604.3	<p>Target Setting</p> <ul style="list-style-type: none"> • Annually establish PM1 performance targets <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	10%
604.4	<p>Public Safety Awareness Through Social Media</p> <ul style="list-style-type: none"> • Post safety related information in social media to keep the public apprised of traffic and weather situations that might impact travel safety conditions. • Share safety information from Caltrans, FHWA, via MCTC social media. <p>Responsible Party: MCTC Staff (July 2023 to June 2024, as needed)</p>	5%
	Total	100%

FTE: .15

604 Performance Management and Data Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	5,042	Direct Wages/Benefits plus Indirect:	43,960
MCTA			
FHWA-PL	38,918		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	43,960		
Total:	43,960	Total:	43,960

Work Element 605 Regional Traffic Monitoring Program

Objective

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

Discussion

MCTC will now utilize analytics software to measure travel patterns of vehicles on roadway segments and intersections, and MCTC then prepares the Traffic Monitoring Program report. Staff develops a standardized quadrennial regional count program with direction provided from the local agencies.

MCTC entered into an agreement for StreetLight Data services to support the regional traffic monitoring program. StreetLight metrics have been used and validated by hundreds of public agencies, transportation consulting firms, and private companies and is utilized by several state transportation agencies, MPOs and large cities, including Virginia DOT, Ohio DOT, Minnesota DOT, Washington State DOT, Massachusetts DOT, Maine DOT, Los Angeles DOT, and New York City DOT.

MCTC utilizes the StreetLight Data Solutions Package. The Solutions Package includes the following:

- Congestion Management - Segment Analysis (Provides the volume, average speed, speed percentiles including 85th percentile, travel time, vehicle miles traveled, vehicle hours of delay and "Free Flow Factor" of trips through corridors)
- Intersection Studies - Analyze the movement of vehicles in an intersection to determine traffic that moves left, right, or continues straight. Day parts default to 15-minute bin day parts. Includes an intersection diagram to easily analyze the inbound and outbound traffic flow and distribution across time. Features include Peak Hour Factor, Peak AM/PM Metrics and more.

MCTC staff partake in StreetLight Data software training as needed.

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

Highway Performance Monitoring System (HPMS)

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

Previous Work

1. Published Madera County Traffic Monitoring – 2022 Annual Report.
2. Developed a quadrennial Regional Traffic Count program to enhance the calibration of the MCTC Travel Demand Model.
3. Speed studies, accident diagrams, and traffic warrants as required.

Product

1. Madera County Traffic Monitoring – 2023 Annual Report.
2. Data assistance for partner projects and stakeholders
3. HPMS data submission to Caltrans.

Tasks

Task	Description and Responsible Party	% of Work
605.1	Data Collection <ul style="list-style-type: none"> • Utilize StreetLight Data Software to collect vehicle data • Participate in Streetlight Data software training as needed/ Responsible Party: MCTC Staff (April 2024 to May 2024)	70%
605.2	Traffic Monitoring Support <ul style="list-style-type: none"> • Provide traffic monitoring support to local agencies, including tribal governments Responsible Party: MCTC Staff (July 2023 to June 2024)	15%
605.3	Data Collection <ul style="list-style-type: none"> • Collect data from local agency and Caltrans traffic county programs Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
605.4	HPMS Data Submission <ul style="list-style-type: none"> • Coordinate the submission of HPMS data to Caltrans from local agencies as required Responsible Party: MCTC Staff (July 2023 to June 2024)	5%

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	Total	100%

FTE: .04

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605 Regional Traffic Monitoring Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	1,721	Consultant – Traffic Counts	15,000
MCTA			
FHWA-PL	13,279		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	15,000	Subtotal	15,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	1,633	Direct Wages/Benefits plus Indirect:	14,246
MCTA			
FHWA-PL	12,612		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	14,246		
Total:	29,246	Total:	29,246

Public Participation Program

701 Public Participation Program

Work Element 701 Public Participation Program

Objective

To develop and maintain an ongoing program with assistance from the public to provide effective public participation in the **development of MCTC's plans, programs, and decision-making process**, consistent with Federal transportation legislation requirements. MCTC Staff will provide the public with information on activities, meetings, planning documents and reports, and to seek input from the public on MCTC's planning activities and will utilize a consultant where necessary. Special emphasis is placed on public participation from environmental justice communities. To incorporate CAPTI objectives, such as cultivating partnerships with and build capacity of community-based organizations to engage in project development.

Discussion

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Previous Work

1. Document tribal government to government relations.
2. 2016, 2021 Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments
3. San Joaquin Valley Blueprint – Vision and Values and Locally Preferred Scenario workshops.
4. Participation in the Central Valley Environmental Justice Project.
5. Conducted extensive outreach efforts with environmental justice communities as part of the 2022 RTP and Unmet Transit Needs.
6. Title VI Analysis for the 2022 RTP.
7. 2015, 2018, 2021 Title VI Plan and Limited English Proficiency Plan.
8. 2020 MCTC Public Participation Plan.
9. MCTC Social Media Policy.

Product

1. Document tribal government to government public participation.
2. Title VI Plan and Limited English Proficiency Plan Update
3. Title VI Compliance and updates, as necessary.
4. Conduct extensive outreach efforts with environmental justice communities as part of the 2024 Unmet Transit Needs.
5. Maintain and improve MCTC website and social media pages.

Tasks

Task	Description and Responsible Party	% of Work
701.1	MCTC Public Participation Plan Amendment <ul style="list-style-type: none"> Amend as necessary the MCTC Public Participation Plan to comply with Federal and State Requirements Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	15%
701.2	Provide Spanish Language Translation Responsible Party: MCTC Staff and Consultant (July 2023 to June 2024 as needed)	15%
701.3	Tribal Government Consultation <ul style="list-style-type: none"> MCTC Staff will Coordinate, Consult, Collaborate with tribal governments Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	15%
701.4	Continued Consultation Policy <ul style="list-style-type: none"> Continued MCTC Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	10%
701.5	Bicycle and Pedestrian Programs <ul style="list-style-type: none"> Encourage bicycle and pedestrian safety education programs Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	10%
701.6	Website and Social Media <ul style="list-style-type: none"> Maintain and improve website and social media to keep public informed about MCTC activities, public hearings, workshops, and meetings Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	15%

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701.7	Review CalEPA's EnviroScreen 4.0 and Other Analysis Tools <ul style="list-style-type: none"> Review CalEPA's EnviroScreen Version 4.0 and other relevant analysis tools as they relate to identifying disadvantaged communities, where they are concentrated and how the transportation planning process may impact these communities Responsible Party: MCTC Staff (July 2023 to June 2024)	15%
701.8	Madera Community College Collaborations <ul style="list-style-type: none"> Collaborate with the Madera Community College Center to engage student community outreach and education activities Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
	Total	100%

FTE: .19

701 Public Participation Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	3,097	Public Notices	5,000
MCTA		Translation Services	2,000
FHWA-PL	23,903	SJV Website	100
FTA-Section 5303		Other Outreach Costs	19,900
STIP - PPM			
Other			
Subtotal	27,000	Subtotal	27,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	6,550	Direct Wages/Benefits plus Indirect:	57,104
MCTA			
FHWA-PL	50,554		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	57,104		
Total:	84,104	Total:	84,104

Project Administration

801 Transportation Development Act

Work Element 801 Transportation Development Act

Objective

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

Discussion

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

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

With the passage of Proposition 1B in November 2006, MCTC staff was tasked with the administration of the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). For the PTMISEA program MCTC is responsible for disbursement of funds to local agencies, and project tracking, including semi-annual reporting to Caltrans. The funding of the PTMISEA program has ended and will be closing out in FY 2023/24.

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

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

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

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

Previous Work

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

Product

1. LTF/STA finding of apportionment, allocations, and claims.
2. LTF/STA fiscal audits.
3. Project Lists and Reporting for related funding programs.
4. Social Services Transportation Advisory Council meetings as required.
5. Unmet Transit Needs Hearing and staff report.
6. Documentation of FY 2024-25 Unmet Needs Process.
7. Prop 1B: PTMISEA suballocation, application processing, tracking, and reporting.
8. LCTOP allocation, application processing, tracking, and reporting.
9. SGR suballocation, project list processing, tracking, and reporting.

Tasks

Task	Description and Responsible Party	% of Work
801.1	Apportionment and Allocation <ul style="list-style-type: none"> • Prepare finding of apportionment for LTF/STA and make allocations Responsible Party: MCTC Staff (May 2024)	5%
801.2	Claims <ul style="list-style-type: none"> • Review and process LTF/STA claims. • Review for conformance with applicable TDA law, the RTP and SRTDP Responsible Party: MCTC Staff (July 2023 to June 2024)	15%

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801.3	LTF/STA Financial Reports <ul style="list-style-type: none"> • Prepare LTF/STA financial reports Responsible Party: MCTC Staff (December 2023)	15%
801.4	SSTAC Meetings <ul style="list-style-type: none"> • Conduct meetings of the SSTAC Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
801.5	Unmet Transit Needs Hearing <ul style="list-style-type: none"> • Conduct Unmet Transit Needs Hearing Responsible Party: MCTC Staff (April 2024)	5%
801.6	Unmet Needs Staff Report <ul style="list-style-type: none"> • Prepare Unmet Needs Staff Report Responsible Party: MCTC Staff (April to May 2024)	21%
801.7	Financial Records <ul style="list-style-type: none"> • Maintain appropriate financial activity records Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
801.8	Fiscal Audits <ul style="list-style-type: none"> • Contract for appropriate fiscal audits Responsible Party: MCTC Staff (August 2023)	2%
801.9	PTMISEA Administration <ul style="list-style-type: none"> • Administer Prop 1B transit program – PTMISEA Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
801.10	Development of Project Application Assistance <ul style="list-style-type: none"> • Assist local agencies in development of project applications for Section 5311, 5311 (f), Section 5310; Section 5304; Section 5307; Section 5339 Responsible Party: MCTC Staff (July 2023 to June 2024)	2%
801.11	LCTOP Administration <ul style="list-style-type: none"> • Administer LCTOP program Responsible Party: MCTC Staff (July 2023 to June 2024)	5%

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801.12	SGR Administration • Administer SGR program Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
801.13	Triennial Performance Audit • Conduct performance audits Responsible Party: Consultant (December 2023 to March 2024)	10%
	Total	100%

FTE: .33

801 Transportation Development Act

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	69,500	Audits	15,000
MCTA		Translation Services	2,000
FHWA-PL		Public Notices	1,000
FTA-Section 5303		Other Costs	11,500
STIP - PPM		Triennial Performance Audit	40,000
Other			
Subtotal	69,500	Subtotal	69,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	75,006	Direct Wages/Benefits plus Indirect:	75,006
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	75,006		
Total:	144,506	Total:	144,506

Other Activities

901 Lobbying

902 Other Activities

Work Element 901 Lobbying

Objective

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

Discussion

To allow for Board and staff representation at State and Valley wide conferences and events.

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

Staff provides legislative tracking and reporting.

Previous Work

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

Product

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

Tasks

Task	Description and Responsible Party	% of Work
901.1	Valley Voice Program <ul style="list-style-type: none">• Annual advocacy trips to Sacramento and Washington D.C. Responsible Party: MCTC Staff (September 2023 to March 2024)	65%
901.2	Legislative tracking <ul style="list-style-type: none">• Legislative tracking and reporting Responsible Party: MCTC Staff July 2023 to June 2024	5%

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901.3	CALCOG Conference and meetings • State and Valley wide transportation conferences and events Responsible Party: MCTC Staff	10%
901.4	CALCOG Annual Fees Responsible Party: MCTC Staff June 2024	20%
	Total	100%

FTE: .05

901 Lobbying

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	78,000
MCTA		Other Costs	11,000
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	89,000		
Subtotal	89,000	Subtotal	89,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	7,268
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	7,268		
Subtotal	7,268		
Total:	96,268	Total:	96,268

Work Element 902 Other 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. Conduct the freeway service patrol in cooperation with Caltrans and the California Highway Patrol, to remove minor incidents rapidly, thereby reducing congestion, secondary accidents, and vehicle emissions. To incorporate CAPTI objectives, as applicable.

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 offer alternatives to single occupancy commuting. As our community grows at a steady pace, the selection of transportation modes becomes increasingly important to the quality of life. Among other negative impacts, increased traffic congestion results in increased emissions, loss of productivity, and unpleasant driving conditions.

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

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

CalVans

MCTC is a member of the California Vanpool Authority (CalVans) JPA. The expansion of Kings County's Agricultural Industries Transportation Services (AITS) vanpool program into

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

Freeway Service Patrol

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

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

Freeway Service Patrol Background

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

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

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

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

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

Services provided by the FSP include:

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

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

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

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

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

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

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

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

Intelligent Transportation Systems (ITS)

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

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

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

Previous Work

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

Product

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

Freeway Service Patrol program.

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

Tasks

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

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

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902 Other Activities

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	26,550	Board Costs and Other Expenses	26,550
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	26,550	Subtotal	26,550
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	48,910	Direct Wages/Benefits plus Indirect:	48,910
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	48,910		
Total:	75,460	Total:	75,460

Overall Work Program

1001 Overall Work Program

Work Element 1001 Overall Work Program

Objective

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

Discussion

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

Previous Work

MCTC Overall Work Program and Budget.

Product

1. 2024-25 MCTC Overall Work Program and Budget.
2. Quarterly Reports.

Tasks

Task	Description and Responsible Party	% of Work
1001.1	OWP Development <ul style="list-style-type: none">Initiate OWP development processReview IPG and State OWP Guidelines Responsible Party: MCTC Staff (November 2023 to February 2024)	35%
1001.2	Project Identification <ul style="list-style-type: none">Identify local project needs through public input Responsible Party: MCTC Staff (October 2023 to February 2024)	15%
1001.3	Circulation <ul style="list-style-type: none">Develop and circulate Draft OWP and Budget for public and agency review Responsible Party: MCTC Staff (February 2024 to March 2024)	10%

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1001.4	Adoption <ul style="list-style-type: none"> Complete OWP Adopt OWP with compliance certifications and process agreement Responsible Party: MCTC Staff (April 2024)	5%
1001.5	Reporting <ul style="list-style-type: none"> Complete Quarterly Reports Responsible Party: MCTC Staff (Quarterly July 2023 to June 2024)	30%
1001.6	Closeout <ul style="list-style-type: none"> Complete closeout reports FY 22-23 Responsible Party: MCTC Staff (August-September 2023)	5%
Total		100%

FTE: .18

1001 Overall Work Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	42,904
MCTA			
FHWA-PL	37,983		
FTA-Section 5303			
STIP – PPM (Match)	4,921		
Other			
Subtotal	42,904		
Total:	42,904	Total:	42,904

Measure “T” Administration

1101 MCTA Administration

Work Element 1101 MCTA Administration

Objective

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

Discussion

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

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

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

Previous Work

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

Product

1. Annual Fiscal Audits.
2. Review and process project claims.
3. Prepare financial reports.
4. MCTA Operating Budget.

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

Tasks

Task	Description and Responsible Party	% of Work
1101.1	Conduct MCTA and TAC meetings Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
1101.2	Prepare MCTA Budget Responsible Party: MCTC Staff (May 2024)	5%
1101.3	Maintain MCTA financial records Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
1101.4	Review and process project claims Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
1101.5	Prepare Annual Work Program Responsible Party: MCTC Staff (September 2023, June 2024)	25%
1101.6	Administration of Citizens' Oversight Committee Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
1101.7	Conduct Fiscal Audit Responsible Party: Consultant (October to December 2023)	10%
1101.8	Planning, programming, and monitoring of Measure "T" projects Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
1101.9	Attend conferences including Focus on the Future (November 2023)	5%
	Total	100%

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FTE: .43

1101 MCTA Administration

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Financial Assistance, Audits, Annual Report	40,000
MCTA	433,000	Conf/Travel/Other Costs	33,000
FHWA-PL		Consultant	360,000
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	433,000	Subtotal	433,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	98,541
MCTA	98,541		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	98,541		
Total:	531,541	Total:	531,541

FY 2023-24 Overall Work Program

			Funds Available by Revenue Source																	
			MCTC	Other	Total	MCTC LTF	Member Assessment	MCTA	STIP PPM	SJV REAP Housing 1.0	REAP 2.0	SB-1 Sustainable Communities Formula	SB-1 Sustainable Communities Competitive (For illustrative purposes only)	FHWA PL	Complete Streets PL	FHWA PL Carryover 22-23	FHWA PL Carryover 21-22	FTA 5303	FTA 5303 Carryover 22-23	Total
Carryover Prior Years						142,878			0	18,010		164,136		0	109,606	117,139	0	9,959	561,728	
Current Year Allocation						345,795	100,000	531,541	78,000	159,562	33,113	168,750	450,000	793,730	22,487		0	68,890	0	2,751,868
Carryover to Future Year						(107,250)	(3,732)												(110,982)	
Total Available Funds			1,446,670	1,305,944	2,752,614	381,423	96,268	531,541	78,000	177,572	33,113	332,886	450,000	793,730	22,487	109,606	117,139	68,890	9,959	2,752,614

10/20/2023 16:12			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	SJV REAP Housing 1.0	REAP 2.0	SB-1 Sustainable Communities Formula	SB-1 Sustainable Communities Competitive (For	FHWA PL	Complete Streets PL	FHWA PL Carryover 22-23	FHWA PL Carryover 21-22	FTA 5303	FTA 5303 Carryover 22-23	Total
101	Regional Transportation Plan		165,763		165,763	18,885	128			0						110,878		34,884	988			165,763
102	Regional Housing Planning Program - REAP 1.0		7,978	169,594	177,572	0	0			0		177,572				57,000						177,572
102.1	Regional Early Action Planning Grants of 2021 (REAP) 2.0		33,113		33,113	0				0			33,113			0						33,113
104	F Oakhurst Multimodal Corridor Study FY 22-23		5,401	180,000	185,401	21,265				0				164,136	450,000	0						185,401
105	F Regional Growth Forecast FY 23-24		15,613	175,000	190,613	21,863				0				168,750		0						190,613
201	Transit Planning		89,065		89,065	8,926	1,290			0						0				68,890	9,959	89,065
202	Rail Planning		21,338		21,338	21,338				0						0						21,338
301	Active Transportation Planning - CS		87,890		87,890	0				10,081						55,322	22,487					87,890
401	Routes, Corridors, and Routes of Regional Significance		52,302		52,302	5,999	0			0						0		46,303				52,302
501	Transportation Development Program		202,116		202,116	23,183				0						178,933						202,116
502	Project Coordination & Financial Programming		29,648		29,648	0				29,648						0						29,648
601	Travel Demand Model Management		74,846	104,200	179,046	8,585	11,952			0						66,261			92,248			179,046
602	Air Quality Modeling		84,026	9,000	93,026	0				9,638	1,032					74,388		7,968				93,026
603	GIS and Mapping Resources		189,632	8,100	197,732	0				21,751	929					167,881		7,171				197,732
604	Performance Management and Data Development		43,960		43,960	5,042	0			0						38,918						43,960
605	Regional Traffic Monitoring Program		14,246	15,000	29,246	1,633	1,721			0	0					12,612		13,280				29,246
701	Public Participation Program		57,104	27,000	84,104	6,550	3,097			0						50,554			23,903			84,104
801	Transportation Funds Administration		75,006	69,500	144,506	144,506				0						0						144,506
901	Lobbying		7,268	89,000	96,268	0		96,268		0						0						96,268
902	Other Activities		48,910	26,550	75,460	75,460				0						0						75,460
1001	Overall Work Program		42,904		42,904	0				4,921						37,983						42,904
1101	MCTA Administration		98,541	433,000	531,541	0			531,541	0						0						531,541
Total Expenditures			1,446,670	1,305,944	2,752,614	363,235	18,188	96,268	531,541	76,039	1,961	177,572	33,113	332,886	450,000	793,730	22,487	109,606	117,139	68,890	9,959	2,752,614
						381,423				78,000							1,042,962			78,849		

Madera County Transportation Commission
2023-24 Amended Budget
20-Oct-23

Revenues	23-24 Budget	Amend #1	Amend #2	Amend #3	Amended Budget
FHWA PL	\$793,730				\$793,730
Complete Street PL	\$22,487				\$22,487
FHWA PL Carryover	\$228,372	\$130	(\$1,757)		\$226,745
FTA 5303	\$68,890				\$68,890
FTA 5303 Carryover	\$2,948		\$7,011		\$9,959
STIP Carryover	\$0				\$0
STIP Planning	\$78,000				\$78,000
SB-1 Sustainable Communities 23-24	\$164,209		\$4,541		\$168,750
SB-1 Sustainable Communities 22-23	\$164,974	(\$1,446)	\$608		\$164,136
SB-1 Sustainable Communities 21-22	\$0				\$0
SB-1 Sustainable Communities 20-21	\$0				\$0
REAP Housing 1.0	\$130,000		(\$111,990)	\$159,562	\$177,572
REAP 2.0			\$33,113		\$33,113
TDA Carryover	\$5,039	\$25,519	(\$23,663)	\$28,733	\$35,628
TDA Administration	\$120,000				\$120,000
TDA Planning	\$225,795				\$225,795
Member Assessment Fees	\$96,866	\$382	(\$1,098)	\$118	\$96,268
MCTA Carryover	\$0				\$0
MCTA	\$469,912	\$7,012	\$54,946	(\$329)	\$531,541
Other	\$0				\$0
Total Revenues	\$2,571,222	\$31,597	(\$38,289)	\$188,084	\$2,752,614
Non-cash information					
Toll Credits (PL)	\$0				\$0
Toll Credits (5303)	\$0				\$0
Expenses	23-24 Budget				Amended Budget
Salaries & Benefits					
Salaries	\$789,644		\$21,472		\$811,116
ICMA 401(a)	\$114,088		\$3,221		\$117,309
FICA, Employer	\$47,269		\$1,332		\$48,601
Medicare	\$11,450		\$311		\$11,761
Worker's Compensation	\$3,792		\$103		\$3,895
Health	\$133,033	\$1,485	\$20,462		\$154,980
Unemployment Insurance	\$896	\$112			\$1,008
Subtotal Salaries & Benefits	\$1,100,172	\$1,597	\$46,901	\$0	\$1,148,670
	Direct				
	Indirect				
Indirect Costs					
Admin Consulting Services	\$0	\$40,000		\$20,000	\$60,000
Advertising/Publications	\$2,000				\$2,000
Auto & Cell Allowance	\$4,200				\$4,200
Computer Software	\$8,000		\$1,000		\$9,000
Conference/Training/Education	\$8,000				\$8,000
Equipment Leases	\$9,000				\$9,000
Bldg/Equip. Maint. & Repairs	\$4,000				\$4,000
Insurance	\$1,000				\$1,000
Janitorial Services	\$2,000				\$2,000
Legal Services	\$20,000				\$20,000
MCTC Audit	\$24,000	\$1,000			\$25,000
Membership Fees	\$2,000				\$2,000
Miscellaneous	\$6,000				\$6,000
Office Furniture	\$2,000				\$2,000
Office Supplies	\$6,000				\$6,000
Postage	\$1,000				\$1,000
Rent	\$70,000				\$70,000
Technology Related Equipment & Repairs	\$32,000				\$32,000
Telephone/Internet/Website	\$13,000				\$13,000
Travel Expenses	\$5,000				\$5,000
Utilities	\$10,000				\$10,000
Valley Coordination	\$6,800				\$6,800
Subtotal Indirect Costs	\$236,000	\$41,000	\$1,000	\$20,000	\$298,000
Other Direct Costs					
Air Quality (Consultant)	\$9,000				\$9,000
Board Costs and Other Costs	\$37,550				\$37,550
Consultant (SB-1 Planning Grant)	\$355,000	(\$15,000)	\$5,800	\$9,200	\$355,000
Consultant (Public Outreach Coordination)	\$0				\$0
Consultant (Regional Housing Program)	\$120,000		(\$101,990)	\$151,584	\$169,594
Consultant (Measure Renewal)	\$350,000		\$10,000		\$360,000
Consultant (Lobbying&Intergovernmental)	\$78,000				\$78,000
MCTA Tax Recovery Services	\$10,000				\$10,000
MCTA Conference(s)/Travel	\$8,000				\$8,000
MCTA Fin Asst/Audits/Annual Report	\$36,000	\$4,000			\$40,000
MCTA Project Development	\$6,000				\$6,000
MCTC TDA Audits	\$15,000				\$15,000
MCTC TDA Other Admin Costs	\$7,500				\$7,500
Other MCTA Costs	\$9,000				\$9,000
Public Participation Program	\$30,000				\$30,000
RTP EIR	\$0				\$0
RTP/SCS Development	\$0				\$0
Technical/Modeling On-Call Services	\$100,000				\$100,000
Traffic Model & GIS Support	\$10,500			\$1,800	\$12,300
Traffic Monitoring Program	\$9,500			\$5,500	\$15,000
Translation Services	\$4,000				\$4,000
Triennial Performance Audits	\$40,000				\$40,000
Subtotal Other Direct Costs	\$1,235,050	(\$11,000)	(\$86,190)	\$168,084	\$1,305,944
Total Expenses	\$2,571,222	\$31,597	(\$38,289)	\$188,084	\$2,752,614
	\$0	\$0	\$0	\$0	\$0



STAFF REPORT
Board Meeting of October 25, 2023

AGENDA ITEM: 10-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Public Hearing: Measure T FY 2023-24 Annual Work Program

Enclosure: Yes

Action: Approve the 2023-24 Measure "T" Annual Work Program and the disbursement of interest earned through June 30, 2023

SUMMARY:

Per Authority policy, the Annual Work Program (AWP) is prepared annually and serves as the annual funding authority for the Measure "T" program. The Annual Work Program recognizes funds available for projects according to the Measure "T" Investment Plan and outlines each local jurisdiction's Annual Expenditure Plan with respect to the available funds. Also, staff is asking for approval to release and disburse any interest earned through June 30, 2023. After conducting a public hearing, staff recommends approval.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.

MADERA COUNTY TRANSPORTATION AUTHORITY

Measure T ANNUAL WORK PROGRAM

Fiscal Year
2023-24

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INTRODUCTION

In November 2006 Madera County voters approved Measure “T”, which allowed a new Transportation Authority to impose a ½ cent retail transaction and use tax for 20 years (between April 1, 2007 and March 31, 2027). This sales tax measure will provide approximately \$218 Million in new revenues for transportation improvements according to financial projections through the year 2027. The allocation of projected sales tax revenues to specific types of transportation funding programs and improvement projects is described in the Investment Plan. The Investment Plan was developed by a Steering Committee who through many weeks of intense discussion and hard work developed the Measure funding program commitments. The Committee realized that providing Measure funds for all modes of transportation would meet the quality of life intent of the new Measure. This would in turn enable agencies within the County to address the needs of residents, businesses, and major industries over the 20-year life of the Measure. The Measure “T” Investment Plan details the following:

1. COMMUTE CORRIDORS/FARM TO MARKET PROGRAM (Regional Transportation Program) - \$111.18 million or 51%.

Authorizes major new projects to:

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

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

- **\$56.68 million** (approximately 26% of the Measure) is directed to fund capacity increasing projects and to leverage federal and State funding.
- **\$54.5 million** (approximately 25% of the Measure) is available for rehabilitation, reconstruction, and maintenance of sections of regional streets and highways.

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

2. SAFE ROUTES TO SCHOOLS AND JOBS PROGRAM (Local Transportation Program) - \$95.92 million or 44%.

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

- **\$47.415 million** (approximately 21.75%) has been guaranteed to each city and the County to meet scheduled maintenance needs and to rehabilitate the aging transportation system.
- Another **\$47.415 million** of "flexible" funding is provided to the local agencies for any transportation project they feel is warranted including:
 - Fill potholes
 - Repave streets
 - County Maintenance District Area improvements
 - Add additional lanes to existing streets and roads
 - Improve sidewalks
 - Traffic control devices to enhance student and public safety
 - Enhance public transit
 - Construct bicycle and pedestrian projects and improvements
 - Separate street traffic from rail traffic

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

- About **\$1.09 million** (approximately 0.5%) is provided to fund local agencies for the ADA Compliance Program including curb cuts and ramps to remove barriers, as well as other special transportation services.

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

3. TRANSIT ENHANCEMENT PROGRAM (Public Transportation Program) - \$4.36 million or 2%.

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

- **\$3.9894 million** (1.83% of Measure funding) is provided to the three (3) transit agencies within the County based upon service area population. Madera County would receive approximately **\$2.0 million** or .92% of Measure funds, the City of Chowchilla would receive **\$0.3 million** or 0.14%, and the City of Madera would receive **\$1.7 million** or 0.77%. The transit agencies would use the funds to address major new expansions of the express, local, and feeder bus services including additional:
 - Routes
 - Buses (including low emission)
 - Night and weekend service
 - Bus shelters and other capital improvements

- Safer access to public transit services
- Carpools
- The remaining **\$370,600** (0.17% of Measure funding) is directed to ADA, Seniors, and Paratransit programs to improve mobility for seniors and individuals with disabilities.

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

4. ENVIRONMENTAL ENHANCEMENT PROGRAM - \$4.36 million or 2%.

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

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

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

5. ADMINISTRATION AND PLANNING PROGRAM - \$2.18 million or 1%.

Measure funding is provided to the Authority to:

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

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

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



FY 2023-24 Measure T Allocation

Gross Allocation	16,000,000.00
Deductions	0.00
Net Allocation	<u>16,000,000.00</u>

Jurisdiction	Population	Rate
County	79,016	0.499633
Madera	65,540	0.414422
Chowchilla	13,592	0.085945
	158,148	

<i>Measure T Programs</i>	<i>Percent</i>	<i>Amount</i>	<i>County Allocation</i>	<i>Madera Allocation</i>	<i>Chowchilla Allocation</i>	<i>MCTA Allocation</i>
Commute Corridors/Farm to Market	51.00%	\$ 8,160,000.00				
Regional Streets and Highways Program	26.00%	\$ 4,160,000.00				\$ 4,160,000.00
Regional Rehab	25.00%	\$ 4,000,000.00	\$ 1,998,533.02	\$ 1,657,687.73	\$ 343,779.25	
Safe Routes to School & Jobs	44.00%	\$ 7,040,000.00				
Street Maintenance	13.00%	\$ 2,080,000.00	\$ 1,039,237.18	\$ 861,997.62	\$ 178,765.20	
County Maint. District, Suppl. Street Maint.	8.75%	\$ 1,400,000.00	\$ 699,486.55	\$ 580,190.71	\$ 120,322.74	
Flexible (*Funds impounded by MCTA)	21.75%	\$ 3,480,000.00	\$ 1,738,723.73	\$ 1,442,188.33	\$ 299,087.94	\$ 3,480,000.00
ADA Compliance	0.50%	\$ 80,000.00	\$ 39,970.66	\$ 33,153.75	\$ 6,875.59	
Transit Enhancement Program	2.00%	\$ 320,000.00				
Madera County	0.91432839%	\$ 146,292.54	\$ 146,292.54			
City of Madera	0.75839226%	\$ 121,342.76		\$ 121,342.76		
City of Chowchilla	0.15727935%	\$ 25,164.70			\$ 25,164.70	
ADA/Seniors/Paratransit	0.17%	\$ 27,200.00	\$ 13,590.03	\$ 11,272.28	\$ 2,337.69	
Environmental Enhancement Prog.	2.00%	\$ 320,000.00	\$ 159,882.65	\$ 132,615.02	\$ 27,502.33	
Administration/Planning	1.00%	\$ 160,000.00				\$ 160,000.00
		TOTAL	\$ 4,096,992.63	\$ 3,398,259.87	\$ 704,747.50	\$ 7,800,000.00

Measure “T” Programming Summary

MCTA

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Bond/Other</u>	<u>Programmed</u>	<u>Balance</u>
Regional Streets and Highways	\$4,408,678	\$328,401	\$4,160,000	\$0	\$5,015,551	\$3,881,528
Flexible Program	\$5,723,893	\$274,720	\$3,480,000	\$0	\$7,818,460	\$1,660,153
Admin/Planning/Other	\$0	\$12,631	\$160,000	\$360,000	\$531,870	\$761
TOTALS	\$10,132,571	\$615,752	\$7,800,000	\$360,000	\$13,365,881	\$5,542,442

County of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$5,679,062	\$156,116	\$1,998,533	\$5,835,178	\$1,998,533
Safe Routes to School & Jobs (Local)	\$7,413,353	\$138,942	\$1,778,695	\$7,552,295	\$1,778,694
Transit Enhancement Program (Public)	\$1,211,743	\$12,488	\$159,883	\$1,224,231	\$159,883
Environmental Enhancement Program	\$302,628	\$12,489	\$159,883	\$475,000	\$0
TOTALS	\$14,606,786	\$320,035	\$4,096,994	\$15,086,704	\$3,937,110

City of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$11,330,041	\$132,087	\$1,657,688	\$7,023,172	\$6,096,644
Safe Routes to School & Jobs (Local)	\$3,377,832	\$117,557	\$1,475,342	\$4,796,050	\$154,682
Transit Enhancement Program (Public)	\$773,716	\$10,567	\$132,615	\$460,000	\$456,898
Environmental Enhancement Program	\$393,073	\$10,567	\$132,615	\$536,255	\$0
TOTALS	\$15,874,662	\$270,778	\$3,398,260	\$12,815,477	\$6,708,224

City of Chowchilla

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$340,347	\$27,567	\$343,779	\$42,553	\$669,140
Safe Routes to School & Jobs (Local)	\$641,415	\$24,534	\$305,964	\$503,923	\$467,990
Transit Enhancement Program (Public)	\$45,390	\$2,205	\$27,502	\$0	\$75,098
Environmental Enhancement Program	\$69,772	\$2,205	\$27,502	\$0	\$99,480
TOTALS	\$1,096,924	\$56,511	\$704,747	\$546,476	\$1,311,708

LOCAL AGENCY ANNUAL EXPENDITURE PLANS

The 20-year measure funding is expected to generate approximately a total of \$218,000,000. A majority of this amount is allocated as pass through funds to the local jurisdictions based on population size. Figure 1 indicates the population percentage of each local jurisdiction for this fiscal year. For FY 2023-24 a total of \$16,000,000 is estimated to be allocated. Figure 2 indicates the amount that will be allocated to each jurisdiction, including the Madera County Transportation Authority.

Figure 1

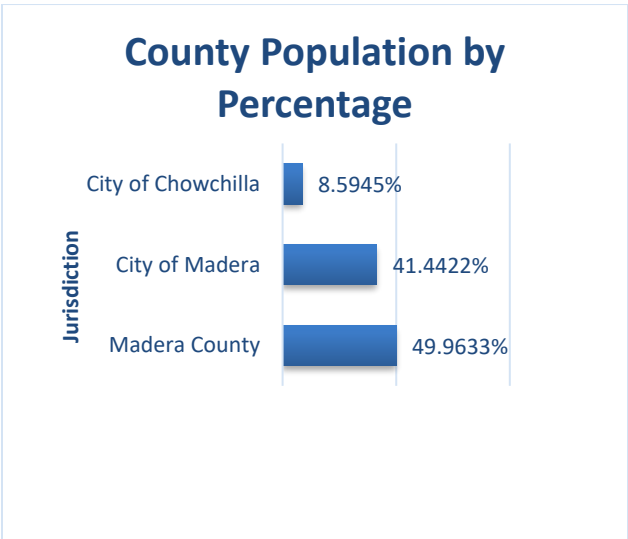
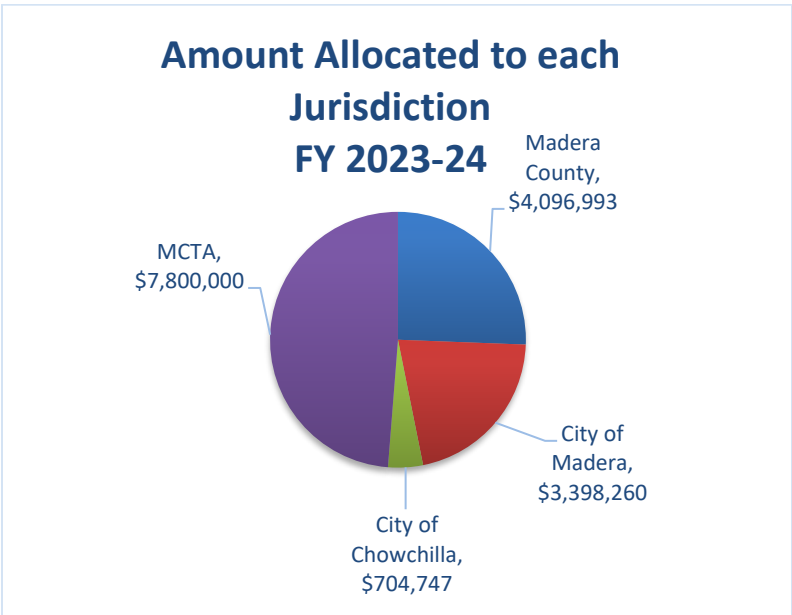


Figure 2



The following pages indicate how each jurisdiction is planning to spend their 2023-24 allocation.

Madera County Transportation Authority

Measure T Annual Expenditure Plan

Fiscal Year 2023-24

<u>Commute Corridors/Farm to Market (Regional)</u>			<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>
<u>Regional Streets and Highways Program</u>			\$4,408,678	\$328,401	\$4,160,000	\$0	\$8,897,079
Project	Environmental Studies & Permits	Right of Way	Plans, Specifications, & Estimates	Construction	Misc.	Total	
SR 41 Passing Lanes						\$ 0	
Road 200 – Fine Gold Creek Bridge				\$ 4,127,500		\$ 4,127,500	
Bond Debt Service					\$ 888,051	\$ 888,051	
Reserve for Next Fiscal Year						\$ 3,881,528	
			Total Projects			\$ 8,897,079	
			Balance			\$ -	

<u>Administration/Planning Program</u>		<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Other</u>	<u>Available</u>
<u>MCTA</u>		\$0	\$12,631	\$160,000	\$360,000	\$532,631
Project	Budget					
Salaries & Benefits	\$ 98,870					
Audits, Fin. Asst.	\$ 50,000					
MCTA Conf/Travel/Other	\$ 17,000					
Renewal Plan	\$ 360,000					
General Proj Dev Costs	\$ 6,000					
Total Projects	\$ 531,870					
Balance	\$ 761					

Measure T 2023-24 Annual Work Program

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

\$5,723,893

\$274,720

\$3,480,000

\$0

\$9,478,613

<u>Project</u>	<u>Environmental Studies & Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, & Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
SR 233 Interchange	\$ -	\$ -	\$ 3,900,000	\$ -	\$ -	\$ 3,900,000
SR 41 Passing Lanes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR99 Widening – Ave 12 to 17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Road 200 – Fine Gold Creek Bridge	\$ 200,000	\$ 100,000	\$ 300,000	\$ 2,852,500	\$ -	\$ 3,452,500
Bond Debt Service					\$ 465,960	\$ 465,960
Reserve for Next Fiscal Year						\$ 1,660,153

Total Projects

\$ 9,478,613

Balance

\$ -

	<u>Environmental Studies & Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, & Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
County of Madera						
Flexible Account	\$ 200,000	\$ 100,000	\$ 300,000	\$ 2,852,500		\$ 3,452,500
Impact Fees						\$ -
Local Funds						\$ -
City of Madera						
Flexible Account						\$ -
Impact Fees						\$ -
Local Funds						\$ -
City of Chowchilla						
Flexible Account			\$ 3,900,000			\$ 3,900,000
Impact Fees						\$ -
Local Funds						\$ -

Measure T 2023-24 Annual Work Program

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

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

Measure T 2023-24 Annual Work Program

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

	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Later</u>	<u>Total</u>
Oakhurst Mid-Town Connector								
<i>Measure T Regional</i>			\$ 228,500			\$ 759,000	\$ 5,875,000	\$ 6,862,500
<i>Flexible Program</i>	\$ 300,000	\$ 610,000	\$ 228,500			\$ 2,038,000	\$ 4,425,000	\$ 7,601,500
Local Partnership Program							\$ 5,000,000	\$ 5,000,000
								\$ 19,464,000
SR 233 Interchange Improvements								
<i>Measure T Regional</i>							\$ 12,372,156	\$ 12,372,156
<i>Flexible Program</i>	\$ 300,000	\$ 900,000				\$ 600,000	\$ 7,088,844	\$ 8,888,844
<i>Other</i>							\$ 11,000,000	\$ 11,000,000
								\$ 32,261,000
Road 200 Phase III - Fine Gold Creek Bridge								
<i>Measure T Regional</i>							\$ 4,127,500	\$ 4,127,500
<i>Flexible Program</i>							\$ 3,452,500	\$ 3,452,500
<i>Other</i>							\$ 4,787,000	\$ 4,787,000
								\$ 12,367,000
Cleveland Avenue Widening								
Measure T Regional							\$ 1,600,000	\$ 1,600,000
Flexible Program							\$ 1,800,000	\$ 1,800,000
Other							\$ 350,000	\$ 350,000
								\$ 3,750,000
Gateway Avenue Widening								
Measure T Regional							\$ 2,940,000	\$ 2,940,000
Flexible Program							\$ 3,160,000	\$ 3,160,000
Other							\$ 2,500,000	\$ 2,500,000
								\$ 8,600,000
Measure T Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 0	\$ 3,397,000	\$ 46,850,000	\$ 52,814,000
Yearly Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 0	\$ 3,397,000	\$ 70,487,000	\$ 76,451,000

County of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2023-24

<i>Commute Corridors/Farm to Market (Regional)</i>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Rehab, Reconstruct, Maintenance Program</u>	\$ 5,679,062	\$ 156,116	\$ 1,998,533	\$ 7,833,711
<u>Project</u>	<u>Budget</u>			
<i>Pavement Management System</i>	\$ 100,000			
<i>Ave 7 Rehab (match for LPP)(6360ALPP-Ave7)</i>	\$ 1,582,026			
<i>Road 200 Phase 3 Bridge (6094)</i>	\$ 2,000,000			
<i>Midtown Connector-Mitigation (5659)</i>	\$ 250,000			
<i>Ave 25 Bridge Replacement (match) (6065)</i>	\$ 675,000			
<i>Ave 15 Rehabilitation (TBD)</i>	\$ 1,228,152			
<i>Reserve for Future Projects</i>	\$ 1,998,533			
Total Projects	<u>\$ 7,833,711</u>			
Balance	\$ -			

<i>Safe Routes to School & Jobs (Local)</i>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Street Maintenance Program</u>	\$ 3,821,338	\$ 81,180	\$ 1,039,237	\$ 4,941,755
<u>Project</u>	<u>Budget</u>			
<i>Surface Treatment</i>	\$ 1,000,000			
<i>Misc. Road Maintenance</i>	\$ 2,902,518			
<i>Reserve for Next Fiscal Year</i>	\$ 1,039,237			
Total Projects	<u>\$ 4,941,755</u>			
Balance	\$ -			
<u>County Maintenance Districts</u>	\$ 3,247,583	\$ 54,640	\$ 699,486	\$ 4,001,709
<u>Project</u>	<u>Budget</u>			
<i>Surface Match Treatment</i>	\$ 2,500,000			
<i>Misc. Road Maintenance</i>	\$ 802,223			
<i>Reserve for Next Fiscal Year</i>	\$ 699,486			
Total Projects	<u>\$ 4,001,709</u>			
Balance	\$ -			

Measure T 2023-24 Annual Work Program

Flexible Program

\$ 0 \$ 0 \$ 1,738,724

Project	Budget
<i>Impounded for Regional Projects</i>	\$ 1,738,724
Total Projects	<u>\$ 1,738,724</u>
Balance	\$ -

ADA Compliance

\$ 344,432 \$ 3,122 \$ 39,971 \$ 387,525

Project	Budget
<i>Project Match</i>	\$ 347,554
<i>Reserve for Next Fiscal Year</i>	\$ 39,971
Total Projects	<u>\$ 387,525</u>
Balance	\$ -

Transit Enhancement Program (Public)

Carryover	Excess	Allocation	Available
\$ 1,070,639	\$ 11,427	\$ 146,293	\$ 1,228,359

Project	Budget
<i>Transit Administration/Project Match</i>	\$ 1,082,066
<i>Reserve for Next Fiscal Year</i>	\$ 146,293
Total Projects	<u>\$ 146,293</u>
Balance	\$ -

ADA / Seniors / Paratransit

\$ 141,104 \$ 1,061 \$ 13,590 \$ 155,755

Project	Budget
<i>Transit Administration/Project Match</i>	\$ 142,165
<i>Reserve for Next Fiscal Year</i>	\$ 13,590
Total Projects	<u>\$ 155,755</u>
Balance	\$ -

Environmental Enhancement Program

Carryover	Excess	Allocation	Available
\$ 302,628	\$ 12,489	\$ 159,883	\$ 475,000

Total for all Sub-programs

Project	Budget
<i>CMAQ Project Match</i>	\$ 475,000
<i>Environmental Enhancement Project</i>	
<i>Reserve for Next Fiscal Year</i>	
Total Projects	<u>\$ 475,000</u>
Balance	\$ -

City of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2023-24

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

Rehab, Reconstruct, Maintenance Program \$ 11,330,041 \$ 132,087 \$ 1,657,688 **\$ 13,119,816**

Project	Budget
R-10 - Olive Ave. Widening	\$ 4,911,672
R-79 – RMRA Seals/Overlays 2021-22	\$ 1,075,000
R-81 - City Streets 3R & ADA Project 2022-23	\$ 850,000
R-87 – Almond/Pine/Stadium Traffic Study	\$ 120,000
TS-32 - D Street/South Street Traffic Signal	\$ 66,500
	\$ -
Total Projects	\$ 7,023,172
Balance	\$ 6,096,644

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

Street Maintenance Program \$ 1,966,060 \$ 68,685 \$ 861,998 **\$ 2,896,743**

Project	Budget
Overlays – R-99 2024 Street R&R Project	\$ 1,000,000
Chip Seals/Slurry Seals/Microslurry – R99 2024 Street R&R Project	\$ 500,000
Preventative Maintenance Treatments – 2024 Street R&R Project	\$ 500,000
Patching/Street Maintenance – Transfer to PW FY 23/24 Budget	\$ 860,000
Reserve for Next Fiscal Year	\$ -
Total Projects	\$ 2,860,000
Balance	\$ 36,743

Supplemental Street Maintenance Program \$ 1,244,357 \$ 46,230 \$ 580,191 **\$ 1,850,778**

Project	Budget
R-80 RMRA Seals/Overlays 2022-23 Overlays	\$ 1,000,000
Chip Seal – R-99 2024 Street R&R Project	\$ 200,000
Dust Mitigation	\$ -
Patching/Street Maintenance – R-99 2024 Street R&R Project	\$ 200,000
Other: Storm Drain Improvements	\$ 400,000
Reserve for Next Fiscal Year	\$ -
Total Projects	\$ 1,800,000
Balance	\$ 50,778

Measure T 2023-24 Annual Work Program

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Flexible Program

\$ - \$ - \$ 1,442,188

Item 10-10-A. 8

Project	Budget
MCTA Impound for matching	\$ 1,442,188
Total Projects	\$ 1,442,188
Balance	\$ -

ADA, Seniors, Paratransit

\$ 167,415 \$ 2,642 \$ 33,154 \$ 203,211

Project	Budget
R-58 Schnoor Ave Sidewalks	\$ 103,000
R-93 Washington School Sidewalks	\$ 33,050
Total Projects	\$ 136,050
Balance	\$ 67,161

Transit Enhancement ProgramCarryover Excess Allocation Available

\$ 659,254 \$ 9,669 \$ 121,343 \$ 790,266

Project	Budget
Bus Shelter Relocation Project	\$ 400,000
Transit Center Canopy Construction	\$ 60,000
Total Projects	\$ 460,000
Balance	\$ 330,266

ADA / Seniors / Paratransit

\$ 114,462 \$ 898 \$ 11,272 \$ 126,632

Project	Budget
Reserve for Next Fiscal Year	\$ -
Total Projects	\$ -
Balance	\$ 126,632

Environmental Enhancement ProgramCarryover Excess Allocation Available**Total for all Sub-programs**

\$ 393,073 \$ 10,567 \$ 132,615 \$ 536,255

Project	Budget
ALY-01 Torres Way Alley Paving	\$ 229,500
ALY-03 CMAQ Alley Paving Project	\$ 160,000
PK-48 Tulare /Cleveland/Raymond Bike Path	\$ 19,325
R-58 Schnoor Ave Sidewalks, Sunset to River	\$ 53,800
R-93 Washington School Sidewalks	\$ 100,000
Total Projects	\$ 562,625
Balance	\$ (26,370)

City of Chowchilla

Measure T Annual Expenditure Plan
Fiscal Year 2023-24

<i>Commute Corridors/Farm to Market (Regional)</i>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Rehab, Reconstruct, Maintenance Program</u>	\$ 340,347	\$ 27,567	\$ 343,779	\$ 711,693
<u>Project</u>	<u>Budget</u>			
<i>Ave 24 Reconstruction</i>	\$ 42,553			
<i>Reserve for Next Fiscal Year</i>	\$ 669,140			
Total Projects	\$ 711,693			
Balance	\$ -			
<i>Safe Routes to School & Jobs (Local)</i>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Street Maintenance Program</u>	\$ 168,085	\$ 14,335	\$ 178,765	\$ 361,185
<u>Project</u>	<u>Budget</u>			
<i>Overlays</i>	\$ -			
<i>Chip Seal</i>	\$ -			
<i>Other Seals</i>	\$ -			
<i>Patching</i>	\$ 200,000			
<i>Reserve for Next Fiscal Year</i>	\$ 161,185			
Total Projects	\$ 361,185			
Balance	\$ -			
<u>Supplemental Street Maintenance Program</u>	\$ 113,134	\$ 9,648	\$ 120,323	\$ 243,105
<u>Project</u>	<u>Budget</u>			
<i>Overlays</i>	\$ -			
<i>Chip Seal</i>	\$ -			
<i>Dust Mitigation</i>	\$ -			
<i>Patching</i>	\$ 150,000			
<i>Reserve for Next Fiscal Year</i>	\$ 93,105			
Total Projects	\$ 243,105			
Balance	\$ -			

Measure T 2023-24 Annual Work Program

17

175

Flexible Program

\$	348,620	\$	23,983	\$	299,088	\$	1,000
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Project	Budget
<i>Impounded for Regional Projects</i>	\$ 323,071
<i>Chowchilla Blvd. Rehabilitation</i>	\$ 153,923
<i>Reserve for Next Fiscal Year</i>	\$ 194,697
Total Projects	\$ 697,691
Balance	\$ -

ADA Compliance

\$	11,576	\$	551	\$	6,876	\$	19,003
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Project	Budget
<i>Humboldt Storm Drain Improvement Project</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 19,003
Total Projects	\$ 19,003
Balance	\$ -

Transit Enhancement Program (Public)

<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
\$ 39,460	\$ 2,018	\$ 25,165	\$ 66,643

Project	Budget
<i>Catx Bus Purchase</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 66,643
Total Projects	\$ 66,643
Balance	\$ -

ADA / Seniors / Paratransit

\$	5,930	\$	187	\$	2,338	\$	8,455
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Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ 8,455
Total Projects	\$ 8,455
Balance	\$ -

Environmental Enhancement Program

<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
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Total for all Sub-programs

\$	69,772	\$	2,205	\$	27,502	\$	99,480
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Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ 99,480
Total Projects	\$ 99,480
Balance	\$ -

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REPORTS

End of Year Reports

Madera County Transportation Authority

MEASURE T

2022-23 Expenditure Summary Madera County Transportation Authority

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commute Corridors/Farm to Market (Regional)	\$ 9,085,883.00	\$ 4,690,171.47	51.62%	\$ 4,395,711.53	\$ -
Safe Routes to School & Jobs (Local)	\$ 5,088,893.00	\$ 1,366,853.51	26.86%	\$ 3,722,039.49	\$ -
Administration	\$ 390,498.00	\$ 389,965.32	99.86%	\$ 532.68	\$ -

\$ 14,565,274.00 \$ 6,446,990.30 44.26%

MEASURE T

2022-23 Expenditure Detail

Madera County Transportation Authority

Program		22-23 "T" Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
Commute Corridors/Farm to Market		\$ 9,085,883.00	\$ 4,690,171.47	51.62%	\$ 4,395,711.53	\$ -	
<i>Regional Streets & Highways Program</i>							
1	Oakhurst Mid-Town Connector	\$ 3,418,500.00	\$ 131,981.73	3.86%	\$ 3,286,518.27	\$ -	
2	PS&E	\$ -	\$ -	0.00%	\$ -		
3	ROW	\$ -	\$ 238,794.73	#DIV/0!	\$ (238,794.73)		
4	CON	\$ 3,418,500.00	\$ (106,813.00)	-3.12%	\$ 3,525,313.00		
1	Road 200 Phase III Bridge	\$ 4,127,500.00	\$ 3,018,306.74	73.13%	\$ 1,109,193.26	\$ -	
2	PS&E		\$ -	0.00%	\$ -		
3	ROW		\$ -	0.00%	\$ -		
4	CON	\$ 4,127,500.00	\$ 3,018,306.74	73.13%	\$ 1,109,193.26		
1	Debt Service	\$ 1,539,883.00	\$ 1,539,883.00	100.00%	\$ -	\$ -	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ -	
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ -	\$ -	0.00%	\$ -	\$ -	
Safe Routes to School & Jobs		\$ 5,088,893.00	\$ 1,366,853.51	26.86%	\$ 3,722,039.49	\$ -	
1	<i>Flexible</i>	\$ 5,088,893.00	\$ 1,366,853.51	26.86%	\$ 3,722,039.49	\$ -	
Administration		\$ 390,498.00	\$ 389,965.32	99.86%	\$ 532.68	\$ -	
1	<i>Salaries & Benefits</i>	\$ 61,498.00	\$ 108,091.26	175.76%	\$ (46,593.26)	\$ -	
2	<i>Fin Asst/Audits</i>	\$ 46,000.00	\$ 43,311.21	94.15%	\$ 2,688.79	\$ -	
3	<i>Other</i>	\$ 277,000.00	\$ 235,798.85	85.13%	\$ 41,201.15	\$ -	
	<i>General Proj Dev Costs</i>	\$ 6,000.00	\$ 2,764.00	46.07%	\$ 3,236.00		

End of Year Reports

County of Madera

(No reports were submitted)

End of Year Reports

City of Madera

MEASURE T

Item 10-10-A.

2022-23 Expenditure Summary City of Madera

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commute Corridors/Farm to Market (Regional)	\$ 8,229,172.00	\$ 119,750.74	1.46%	\$ 8,109,421.26	\$ 41,486.16
Safe Routes to School & Jobs (Local)	\$ 1,964,951.00	\$ 909,388.89	46.28%	\$ 1,055,562.11	\$ 7,230.52
Transit Enhancement (Public)	\$ -	\$ 629.64	#DIV/0!	\$ (629.64)	\$ -
Environmental Enhancement	\$ 243,804.00	\$ 86,354.94	35.42%	\$ 157,449.06	\$ 100,797.69

\$ 10,437,927.00 \$ 1,116,124.21 10.69%

MEASURE T

2022-23 Expenditure Detail

City of Madera

Item 10-10-A.

		22-23 Budget from 22-23 Final AEP	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
Commute Corridors/Farm to Market		\$ 8,229,172.00	\$ 119,750.74	1.46%	\$ 8,109,421.26	\$ 41,486.16	
<i>Regional Rehab</i>							
1	R-10 - Olive Ave Widening, Gateway to Knox	\$ 4,911,672.00	\$ 31,941.17	0.65%	\$ 4,879,730.83	\$ 22,472.43	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ 9,711.86	RSTP, LTF
3	ROW	\$ -	\$ -	0.00%	\$ -		
4	CON	\$ 4,911,672.00	\$ 31,941.17	0.65%	\$ 4,879,730.83	\$ 12,760.57	RSTP
1	R-50 - Pine Street Reconstruction	\$ 40,000.00	\$ -	0.00%	\$ 40,000.00	\$ -	N/A
2	PS&E	\$ 40,000.00	\$ -	0.00%	\$ 40,000.00		
3	ROW		\$ -	0.00%	\$ -		
4	CON			0.00%			
1	R-78 - RMRA Seals/Overlays 2020-21	\$ -	\$ 69,992.43	#DIV/0!	\$ (69,992.43)	\$ -	N/A
2	PS&E		\$ -	0.00%	\$ -		
3	ROW		\$ -	0.00%	\$ -		
4	CON		\$ 69,992.43	#DIV/0!	\$ (69,992.43)		
1	R-79 - RMRA Seals/Overlays 2021-22	\$ 1,250,000.00	\$ -	0.00%	\$ 1,250,000.00	\$ -	N/A
2	PS&E		\$ -	0.00%	\$ -		
3	ROW		\$ -	0.00%	\$ -		
4	CON	\$ 1,250,000.00		0.00%			
1	R-80 RMRA Seals/Overlays 2022-23	\$ 1,000,000.00	\$ -	0.00%	\$ 1,000,000.00		N/A
2	PS&E		\$ -	0.00%	\$ -		
3	ROW		\$ -	0.00%	\$ -		
4	CON	\$ 1,000,000.00	\$ -	0.00%	\$ 1,000,000.00	\$ 10,035.03	Gas Tax
1	R-81 City Street 3R and ADA Project	\$ 850,000.00	\$ 4,016.49	0.47%	\$ 845,983.51	\$ -	N/A
2	PS&E	\$ 4,016.49	\$ 4,016.49	100.00%	\$ -	\$ -	
3	ROW		\$ -	0.00%	\$ -		
4	CON	\$ 845,983.51		0.00%	\$ 845,983.51		
1	R-87 - Almond/Pine Traffic Study	\$ 120,000.00	\$ 11,300.65	9.42%	\$ 108,699.35	\$ -	N/A
2	PS&E	\$ 120,000.00	\$ 11,300.65	9.42%	\$ 108,699.35	\$ -	
3	ROW		\$ -	0.00%	\$ -	\$ -	
4	CON			0.00%	\$ -	\$ -	
1	TS-32 D St/ South St Traffic Signal	\$ 57,500.00	\$ 2,500.00	4.35%	\$ 55,000.00	\$ 19,013.73	
2	PS&E		\$ 2,500.00	#DIV/0!	\$ (2,500.00)	\$ 19,013.73	CMAQ, LTF
3	ROW		\$ -	0.00%	\$ -		
4	CON	\$ 57,500.00	\$ -	0.00%	\$ 57,500.00	\$ -	
Safe Routes to School & Jobs		\$ 1,964,951.00	\$ 909,388.89	46.28%	\$ 1,055,562.11	\$ 7,230.52	
1	Street Maintenance	\$ 1,495,951.00	\$ 536,421.00	35.86%	\$ 959,530.00	\$ -	
2	Overlays	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Chip Seals	\$ 600,000.00	\$ -	0.00%	\$ 600,000.00	\$ -	
4	Other Maintenance Activities	\$ 800,000.00	\$ 536,421.00	67.05%	\$ 263,579.00	\$ -	
5	R-77	\$ 95,951.00	\$ -	0.00%	\$ 95,951.00	\$ -	
1	Supplemental Street Maint.	\$ 400,000.00	\$ 361,053.00	90.26%	\$ 38,947.00	\$ -	
2	Overlays	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Chip Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
4	Other Maintenance Activities	\$ 400,000.00	\$ 361,053.00	90.26%	\$ 38,947.00	\$ -	
5	Patching (Misc)	\$ -	\$ -	0.00%	\$ -	\$ -	
1	Flexible	\$ -	\$ -	0.00%	\$ -	\$ -	
2	Overlays	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Chip Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
4	Other Seals	\$ -	\$ -	0.00%	\$ -	\$ -	
5	Patching (Misc)	\$ -	\$ -	0.00%	\$ -	\$ -	
6	Other	\$ -	\$ -	0.00%	\$ -	\$ -	
	ADA Compliance-Sidewalk Repair	\$ 69,000.00	\$ 11,914.89	17.27%	\$ 57,085.11	\$ 7,230.52	
	R-64 ADA Walkability Sidewalks	\$ 20,000.00	\$ -	0.00%	\$ 20,000.00	\$ -	
	R-84 - Pedestrian Facilities, Various Locations	\$ 49,000.00	\$ 1,797.69	3.67%	\$ 47,202.31	\$ 1,040.09	CDBG & LTF
	R-85 - Lily & Vineyard Pedestrian Facilities		\$ 10,117.20	#DIV/0!	\$ (10,117.20)	\$ 6,190.43	CDBG
Transit Enhancement		\$ -	\$ -	0.00%	\$ -	\$ -	
	TEP	\$ -	\$ -	0.00%	\$ -	\$ -	
1	Operating - Service Expansion	\$ -	\$ -	0.00%	\$ -	\$ -	
2	Capital Enhancements	\$ -	\$ -	0.00%	\$ -	\$ -	
3	CNG Fueling System	\$ -	\$ -	0.00%	\$ -	\$ -	
4	ADA/Seniors/Paratransit	\$ -	\$ 629.64	#DIV/0!	\$ (629.64)	\$ -	
Environmental Enhancement		\$ 243,804.00	\$ 86,354.94	35.42%	\$ 157,449.06	\$ 100,797.69	
1	Air Quality	\$ 143,290.00	\$ 34,307.45	23.94%		\$ 48,867.90	CMAQ
2	Bicycle/Pedestrian Facilities	\$ 80,514.00	\$ 52,047.49	64.64%		\$ 51,929.79	CMAQ, LTF
3	Car/Van Pools	\$ -	\$ -	0.00%	\$ -	\$ -	
4	ADA Concrete/Sidewalk Projects	\$ 20,000.00	\$ -	0.00%		\$ -	

MEASURE T

2022-23 Program Notes
City of Madera

Item 10-10-A.

Commute Corridors/Farm to Market		
	Regional Rehab	
1	R-10 - Olive Ave Widening, Gateway to Knox	
2	PS&E	costs associated with design for Phase 3
3	ROW	
4	CON	Construction of R-10 Phase 2 Utility Undergrounding in advance of the Olive Widening Project
1	R-50 - Pine Street Reconstruction	
2	PS&E	No activity to report
3	ROW	
4	CON	
1	R-78 - 2020-21 Seals/Overlays	
2	PS&E	
3	ROW	
4	CON	Finishing up construction activities for project
1	R-79 - RMRA Seals/Overlays 2021-22	
2	PS&E	
3	ROW	
4	CON	No activity to report
1	R-80 RMRA Seals/Overlays 2022-23	
2	PS&E	No activity to report
3	ROW	
4	CON	
1	R-81 City Street 3R and ADA Project	
2	PS&E	Design/ Staff Time for environmental/ permit acquisition
3	ROW	
4	CON	
1	R-87 - Almond/Pine Traffic Study	
2	PS&E	Staff time and consultant expenses for study
3	ROW	
4	CON	
1	TS-32 D St/ South St Traffic Signal	
2	PS&E	costs associated with design; going to construction in FY 23/24
3	ROW	
4	CON	
Safe Routes to School & Jobs		
1	Street Maintenance	
2	Overlays	
3	Chip Seals	
4	Other Seals	Street repairs performed through public works department
5	Patching	
1	Supplemental Street Maint.	
2	Overlays	
3	Chip Seals	
4	Other Seals	
5	Patching	Streets patching performed through public works department
1	Flexible	
2		
3	Overlays	
4	Chip Seals	
5	Other Seals	
6	Patching	
	ADA Compliance	
1		R-64 ADA Walkability and Sidewalks; R-84 pedestrian facilities , R-85 Lilly and vineyard pedestrian facilities-both in Construction phases
Transit Enhancement		
1	TEP	
2	Operating - Service Expansion	
3	Capital Enhancements	
4	CNG Fueling System	
1	ADA/Seniors/Paratransit	Staff costs associated with Trans-01
Environmental Enhancement		
1	Air Quality	Design expenses related to ALY-01 / ALY-03 projects- both projects now in construction phase as of 2023-24
2	Bicycle/Pedestrian Facilities	R-58 Schnoor Avenue Sidewalks, R-93 Washington Elementary Sidewalks - all in PE phase
3	Car/Van Pools	
4	ADA Concrete/Sidewalk Projects	

End of Year Reports

City of Chowchilla

MEASURE T

Item 10-10-A.

2022-23 Expenditure Summary City of Chowchilla

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commute Corridors/Farm to Market (Regional)	\$ 52,715.00	\$ 52,715.00	100.00%	\$ -	\$ -
Safe Routes to School & Jobs (Local)	\$ 673,713.00	\$ 325,093.15	48.25%	\$ 348,619.85	\$ -
Transit Enhancement (Public)	\$ 24,392.00	\$ 24,392.00	100.00%	\$ -	\$ -
Environmental Enhancement	\$ -	\$ -	0.00%	\$ -	\$ -

\$ 750,820.00 \$ 402,200.15 53.57%

MEASURE T

2022-23 Expenditure Detail
City of Chowchilla

		22-23 Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Source of Leveraged Funds						
Commuter Corridors/Farm to Market		\$ 52,715.00	\$ 52,715.00	100.00%	\$ -	\$ -
Regional Rehab						
1	Humboldt Stormdrain Project	\$ 52,715.00	\$ 52,715.00	100.00%	\$ -	\$ -
2	PS&E		-	0.00%	-	-
3	ROW		-	0.00%	-	-
4	CON	\$ 52,715.00	52,715.00	100.00%	-	-
1		\$ -	\$ -	0.00%	\$ -	\$ -
2	PS&E		-	0.00%	-	-
3	ROW		-	0.00%	-	-
4	CON		-	0.00%	-	-
1		\$ -	\$ -	0.00%	\$ -	\$ -
2	PS&E		-	0.00%	-	-
3	ROW		-	0.00%	-	-
4	CON		-	0.00%	-	-
1		\$ -	\$ -	0.00%	\$ -	\$ -
2	PS&E		-	0.00%	-	-
3	ROW		-	0.00%	-	-
4	CON	\$ -	-	0.00%	-	-
Safe Routes to School & Jobs		\$ 673,713.00	\$ 325,093.15	48.25%	\$ 348,619.85	\$ -
1	Street Maintenance	\$ 150,292.00	\$ 150,292.00	100.00%	\$ -	\$ -
2	Overlays	-	-	0.00%	-	-
3	Chip Seals	-	-	0.00%	-	-
4	Other Seals	-	-	0.00%	-	-
5	Patching (Misc)	150,292.00	150,292.00	100.00%	-	-
1	Supplemental Street Maint.	\$ 101,158.00	\$ 101,158.00	100.00%	\$ -	\$ -
2	Overlays	-	-	0.00%	-	-
3	Chip Seals	-	-	0.00%	-	-
4	Other Seals	-	-	0.00%	-	-
5	Patching (Misc)	101,158.00	101,158.00	100.00%	-	-
6	Other	-	-	0.00%	-	-
1	Flexible	\$ 400,000.00	\$ 51,380.15	12.85%	\$ 348,619.85	\$ -
2	Overlays	-	-	0.00%	-	-
3	Chip Seals	-	-	0.00%	-	-
4	Other Seals	-	-	0.00%	-	-
5	Patching (Misc)	-	-	0.00%	-	-
6	Chowchilla Blvd Rehab Project	400,000.00	51,380.15	12.85%	348,619.85	-
1	ADA Compliance-Sidewalk Repair	\$ 22,263.00	\$ 22,263.00	100.00%	\$ -	\$ -
Transit Enhancement		\$ 24,392.00	\$ 24,392.00	100.00%	\$ -	\$ -
1	TEP	\$ 24,392.00	\$ 24,392.00	100.00%	\$ -	\$ -
2	Operating - Service Expansion	-	-	0.00%	-	-
3	Bus Shelters Capital Enhancements	-	-	0.00%	-	-
4	CNG Fueling System	-	-	0.00%	-	-
5	Other Public Transit-Related Projects	24,392.00	24,392.00	100.00%	-	-
	ADA/Seniors/Paratransit	\$ -	\$ -	0.00%	\$ -	\$ -
Environmental Enhancement		\$ -	\$ -	0.00%	\$ -	\$ -
1	Air Quality	-	-	0.00%	-	-
2	Bicycle/Pedestrian Facilities	-	-	0.00%	-	-
3	Car/Van Pools	-	-	0.00%	-	-
4	ADA Concrete Projects	-	-	0.00%	-	-

MEASURE T

2022-23 Program Notes
City of Chowchilla

Item 10-10-A.

Commute Corridors/Farm to Market		
	<i>Regional Rehab</i>	
1	Humboldt Stormdrain Project	
2		
3	PS&E	
4	ROW	
	CON	Project completion date 05/05/23. Change orders were executed. Notice of completion was accepted by City Council on 07/25/23
1		
2		
3	PS&E	
4	ROW	
	CON	
1		
2		
3	PS&E	
4	ROW	
	CON	
1		
2		
3	PS&E	
4	ROW	
	CON	
Safe Routes to School & Jobs		
1	<i>Street Maintenance</i>	
2	Overlays	
3	Chip Seals	
4	Other Seals	
5	Patching	Patching in various City locations completed
1	<i>Supplemental Street Maint.</i>	
2	Overlays	
3	Chip Seals	
4	Other Seals	
5	Patching	
6	Other	Completed street maintenance in various City locations
1	<i>Flexible</i>	
2	Overlays	
3	Chip Seals	
4	Other Seals	
5	Patching	
6	Chowchilla Blvd Rehab	Remaining funds reserved for FY 23/24
1	<i>ADA Compliance</i>	Part of the Humboldt Project
Transit Enhancement		
1	<i>TEP</i>	
2	Operating - Service Expansion	
3	Capital - Buses	Purchase of one CATX bus
4	Facilities	
5	Other Public Transit-Related Projects	
1	<i>ADA/Seniors/Paratransit</i>	
Environmental Enhancement		
1	<i>Air Quality</i>	
2	Bicycle/Pedestrian Facilities	
3	Car/Van Pools	
4	Other Air Quality Projects	

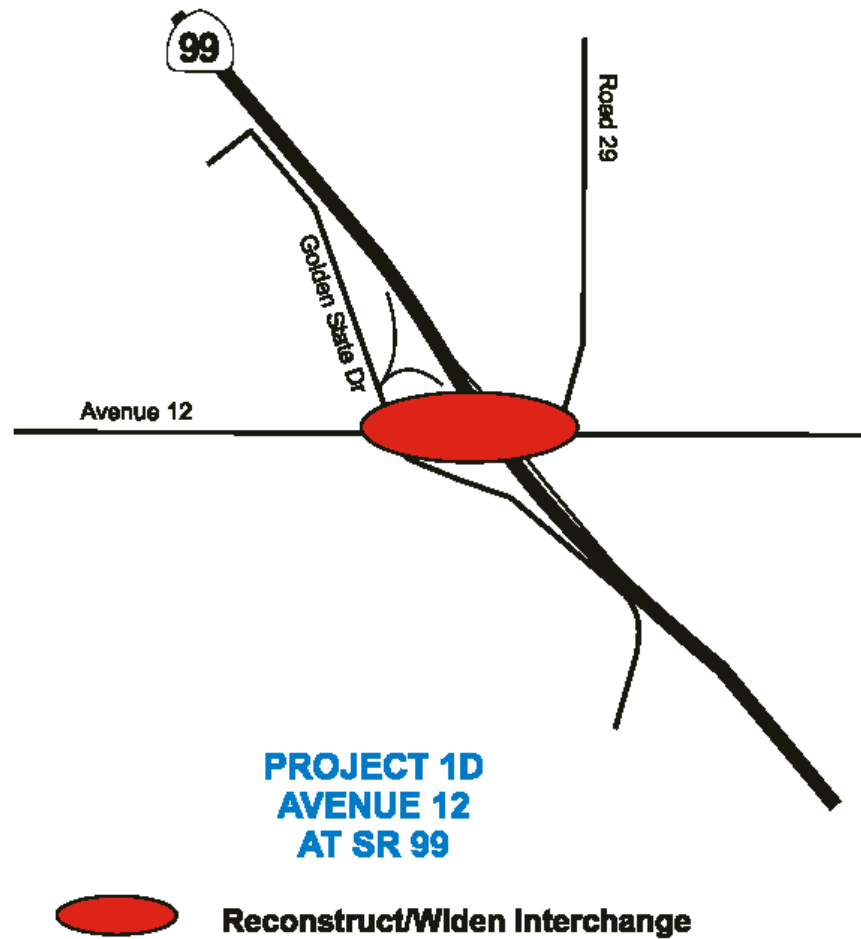
Other Reports

Measure T Fiscal Year Receipts from CDTFA

Year	Month	Monthly Advance	Adjust to Actual	Quarterly Interest	Monthly Totals	Misc Revenues	Annual Receipts	Misc Expenditures	Net Proceeds	CDTFA Admin Fee
2022	Jul	1,162,400	197,041.67		1,359,441.67					
	Aug	-	1,790,432.71		1,790,432.71					37,230
	Sep	1,015,400	169,109.10	5,750.87	1,190,259.97					
	Oct	1,034,000	210,518.66		1,244,518.66					
	Nov	-	1,702,577.36		1,702,577.36					37,230
2023	Dec	951,100	259,819.03	11,444.11	1,222,363.14					
	Jan	951,800	171,137.37		1,122,937.37					
	Feb	-	1,772,290.76		1,772,290.76					37,230
	Mar	915,500	238,683.19	25,199.97	1,179,383.16					
	Apr	868,200	136,783.82		1,004,983.82					
	May	-	1,507,993.77		1,507,993.77					38,290
	Jun	1,017,900	190,394.50	14,888.17	1,223,182.67					
		7,916,300.00	8,346,781.94	57,283.12	16,320,365.06	-	16,263,081.94	-	16,320,365.06	149,980

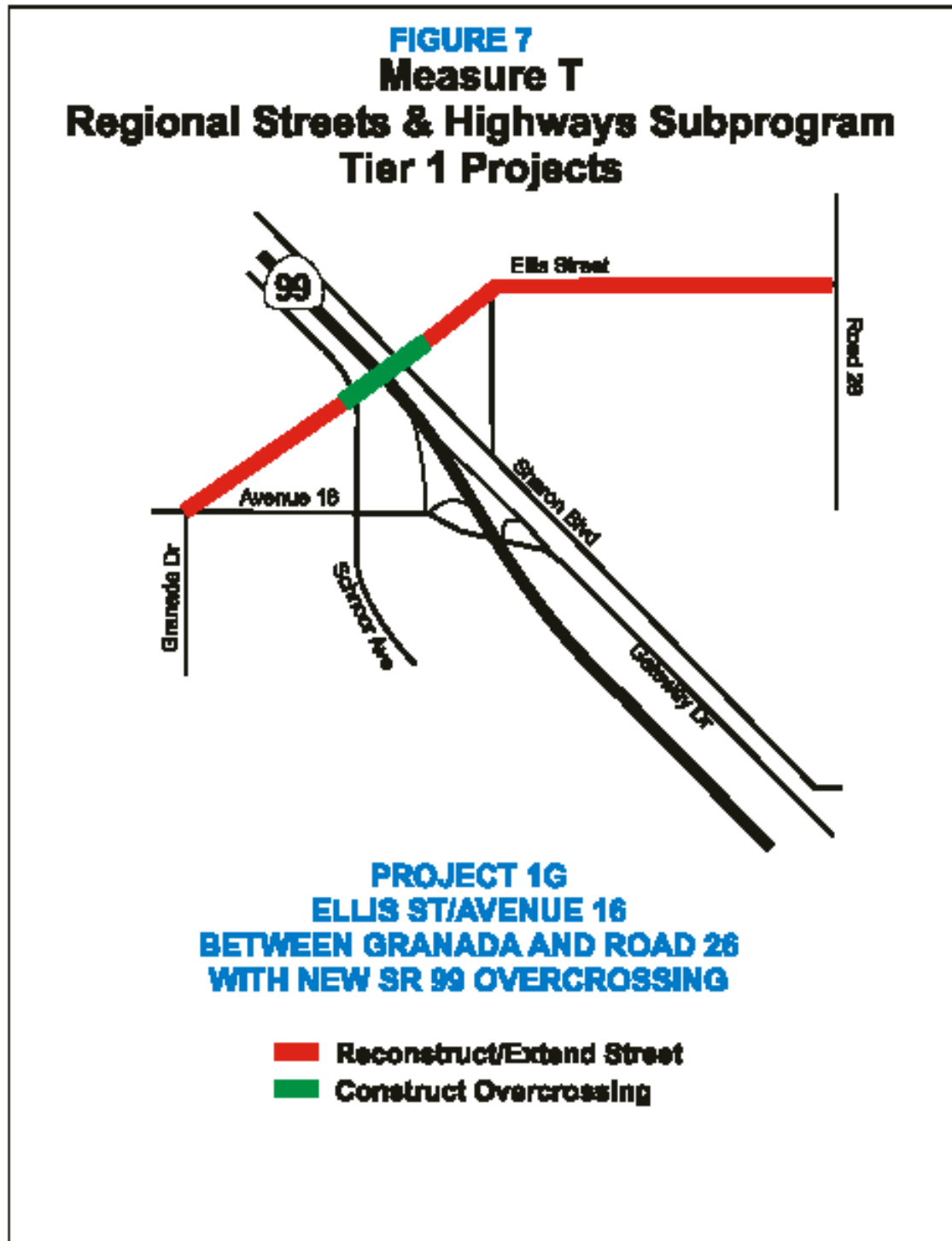
APPENDIX

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



VRPA Technologies, Inc.

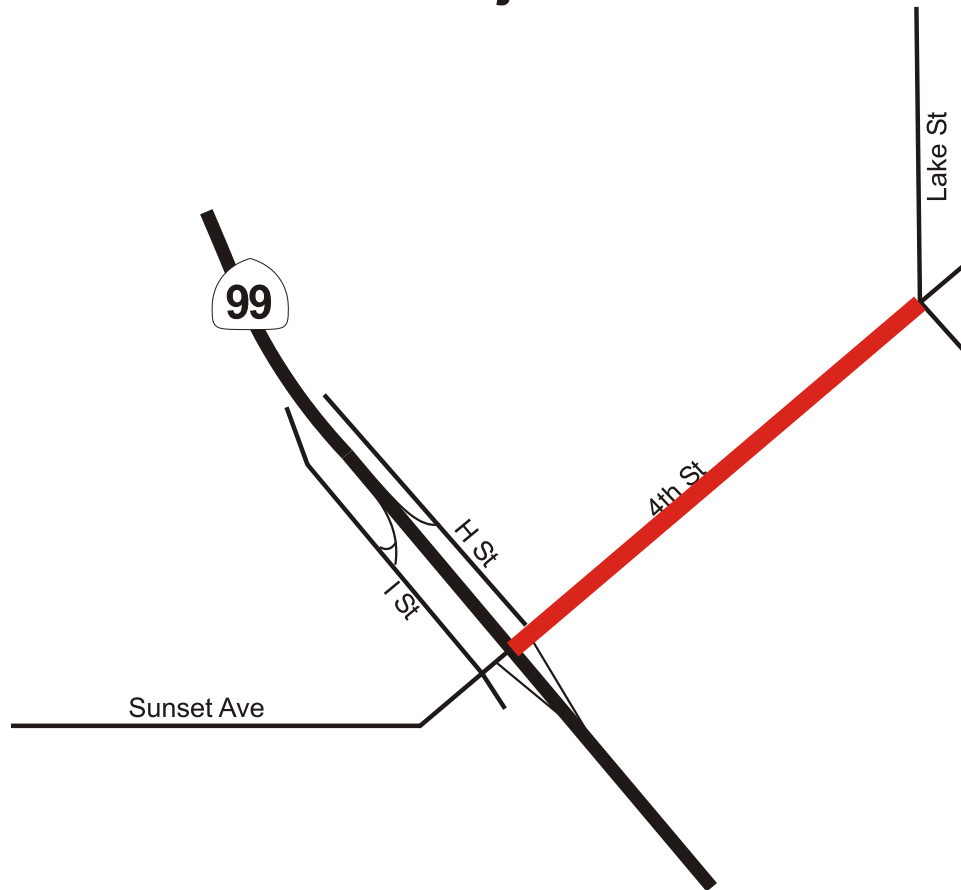
Map of Avenue 12 Interchange Project



VRPA Technologies, Inc.

Map of Ellis Street Overcrossing Project

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

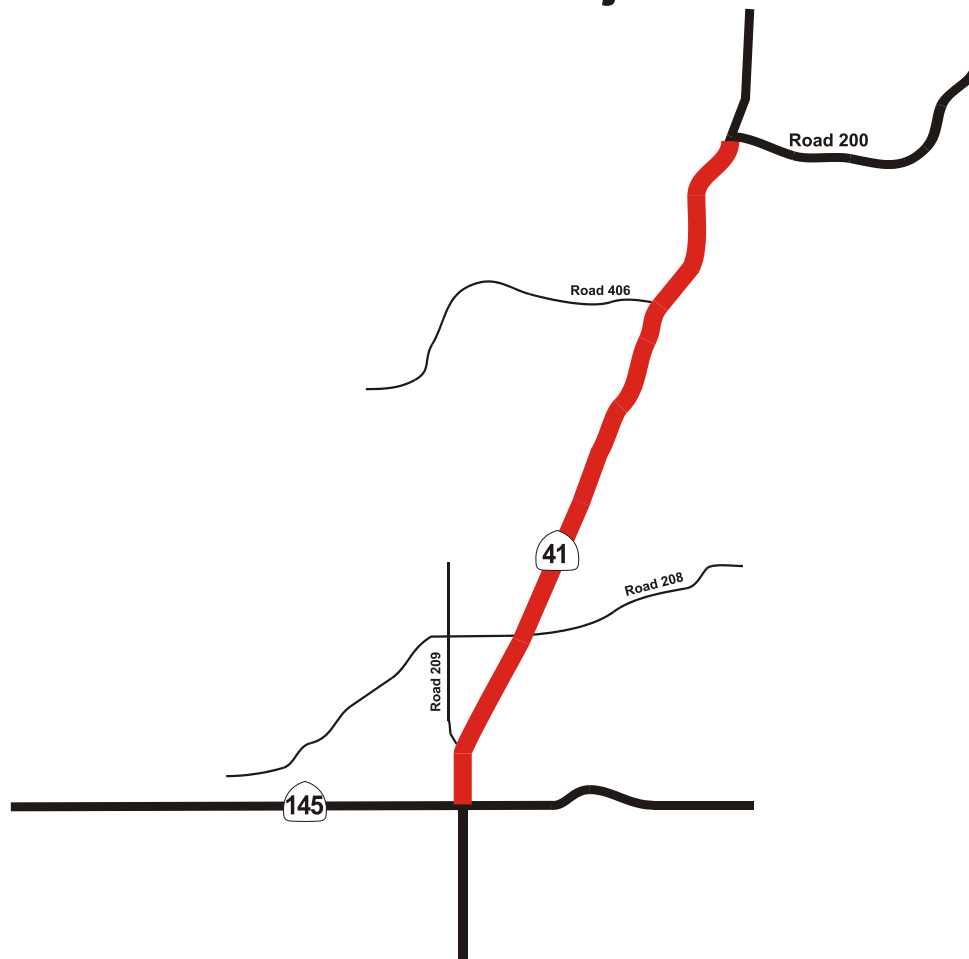


PROJECT 1N
4TH AVENUE
BETWEEN SR 99 AND LAKE ST

■ Reconstruct/Widen From 2 to 4 Lanes with Railroad Crossing

Map of 4th Street Widening

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



PROJECT 1A
SR 41
BETWEEN SR 145 AND ROAD 200

■ **Construct Passing Lanes**

Map of SR 41 Passing Lanes

Map of Oakhurst Mid-Town Connector

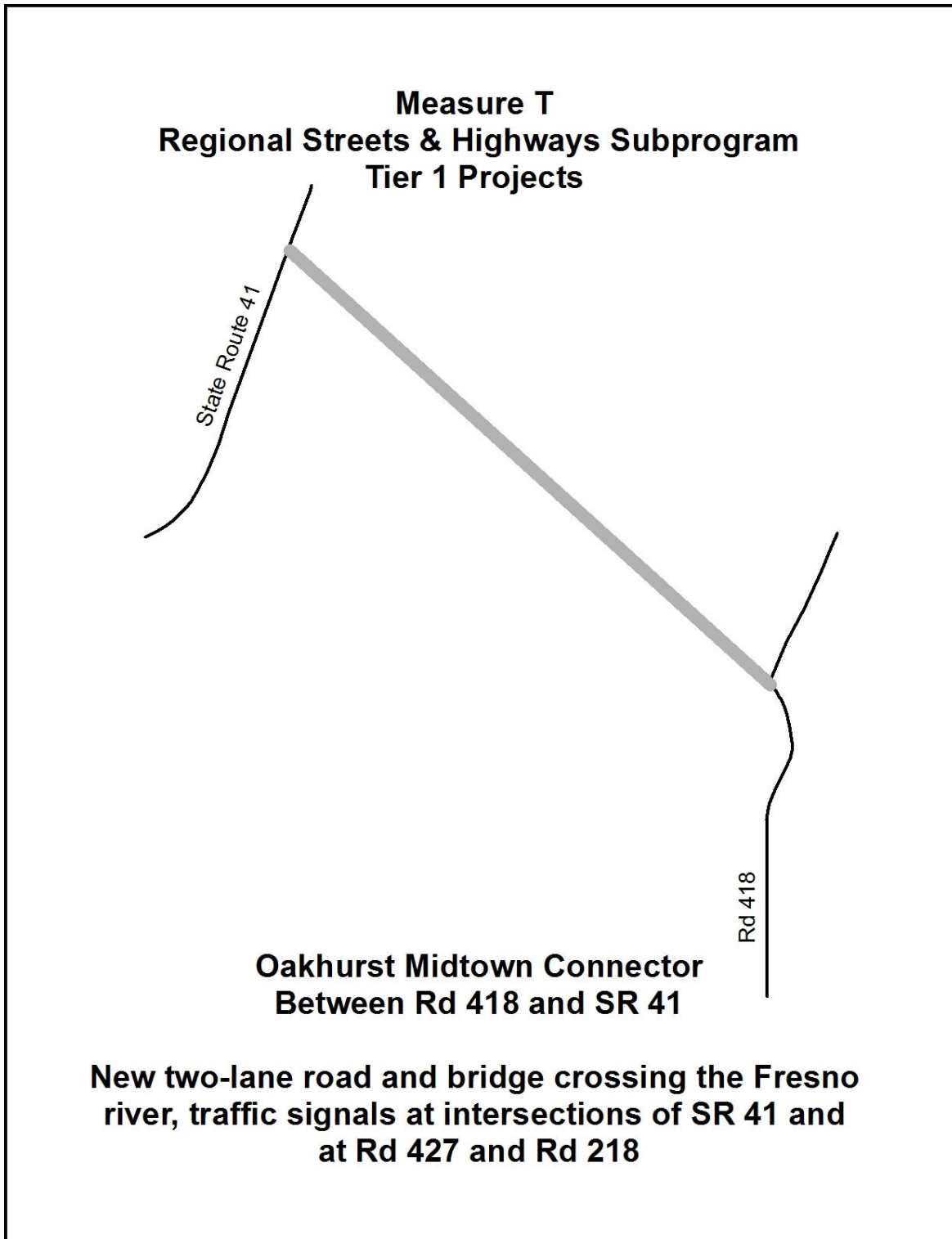
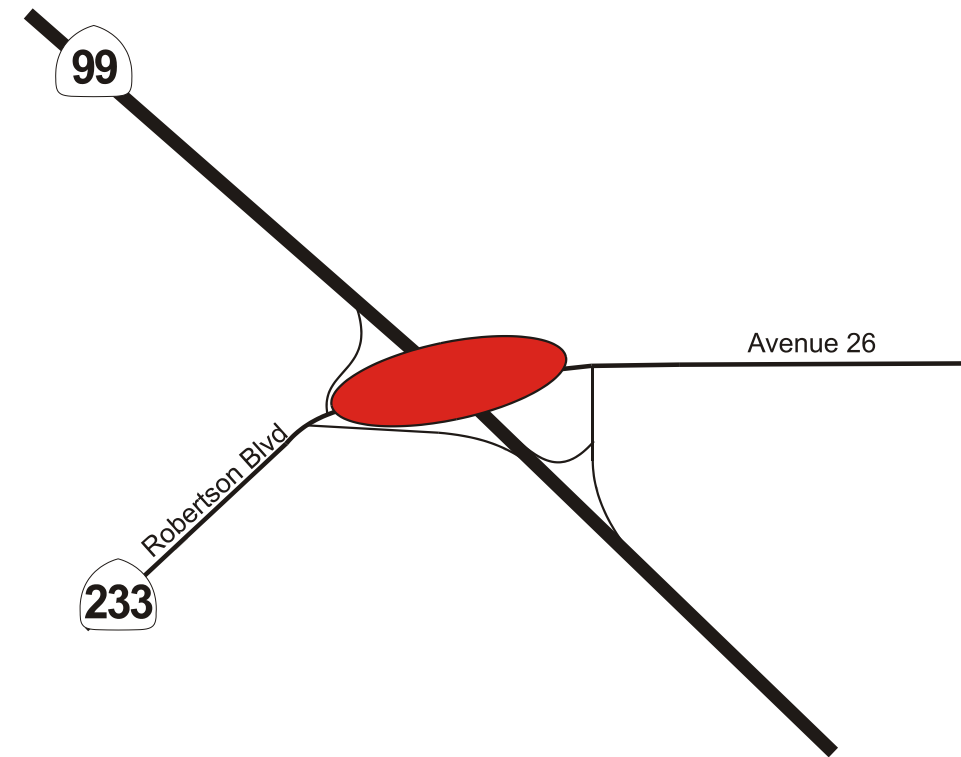


FIGURE 6
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1F
SR 233
AT SR 99

 **Reconstruct/Widen Interchange**

Madera 2022 STIP Program

Madera

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component					
									22-23	23-24	24-25	25-26	26-27	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Highway Projects:																			
Madera CTC		6L05	Planning, programming, and monitoring			May-21	79	79	0	0	0	0	0	0	79	0	0	0	0
Madera CTC		6L05	Planning, programming, and monitoring				313	78	78	78	79	0	0	0	313	0	0	0	0
Total Programmed or Voted since July 1, 2020							392	157	78	78	79	0	0	0	392	0	0	0	0
COVID Projects:																			
Caltrans	99	6297	South of Madera, Ave 7-Ave 12, 6-lane widen (RIP)(20S-26)				832	832	0	0	0	0	0	602	0	0	0	230	0
Madera CTC		6L05	Planning, programming, and monitoring (20S-26)				44	44	0	0	0	0	0	0	44	0	0	0	0
Total 2021 Mid-Cycle STIP Programming							875	875	0	0	0	0	0	602	44	0	0	230	0
PROPOSED 2022 PROGRAMMING																			
Highway Project Proposals:																			
Madera CTC		6L05	Planning, programming, and monitoring				-235	0	-78	-78	-79	0	0	0	-235	0	0	0	0
Madera CTC		6L05	Planning, programming, and monitoring				373	0	78	78	73	72	72	0	373	0	0	0	0
Subtotal, Highway Proposals							138	0	0	0	-6	72	72	0	138	0	0	0	0
Total Proposed 2022 STIP Programming							138												
	Balance of STIP County Share, Madera																		
	Total County Share, June 30, 2021							(6,167)											
	Total Now Programmed or Voted Since July 1, 2020							392											
	Unprogrammed Share Balance							0											
	Share Balance Advanced or Overdrawn							6,559											
	Proposed New Programming							138											
	COVID Programming							875											

Madera County Transportation Authority

2001 Howard Road, Suite 201 Madera, CA 93637



STAFF REPORT
Board Meeting of October 25, 2023

AGENDA ITEM: 10-B

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Measure T Renewal Update

Enclosure: No

Action: Information and Discussion Only. Direction may be provided

SUMMARY:

A verbal update from staff and DKS Associates will be provided regarding the Measure T Renewal efforts.

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget