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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/89344187048?pwd=zKvahdqa2ZuqlxELm3Jiatxr9BLQOn.1>

**Webinar ID: 893 4418 7048**

**Passcode: 376466**

**Telephone: US: +1 669 900 6833**

**DATE**

October 23, 2024

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

Madera County Supervisor  
Councilmember, City of Madera  
Councilmember, City of Chowchilla  
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](mailto: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](mailto: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 Chairperson 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. Notice of Funding Opportunities

**Enclosure:** No

**Action:** Information and Discussion Only

4-B. Fiscal Year 2024-2025 Revised State of Good Repair (SGR) Project List

**Enclosure:** Yes

**Action:** Approve Resolution 24-11 Amendment No. 1, adopting a Revised FY 2024-25 SGR project list

4-C. Low Carbon Transportation Operations Program (LCTOP) Revised List of Projects FY 2017-18, 2018-19, 2019-20, 2022-23

**Enclosure:** Yes

**Action:** Approve LCTOP Revised List of Projects, Resolution 2018-03 Amendment No. 1, 2019-01 Amendment No. 1, 2020-01 Amendment No. 2, 2023-03 Amendment No. 2

4-D. USDOT RAISE FY 2025 Call for Letters of Support

**Enclosure:** No

**Action:** Information and Discussion Only

4-E. Draft State Highway Operation and Protection Program Guidelines

**Enclosure:** Yes

**Action:** Information and Discussion Only

4-F. Request for Proposals – Program Environmental Impact Report for the 2026 Madera County Regional Transportation Plan and Sustainable Communities Strategy

**Enclosure:** No

**Action:** Information and Discussion Only

4-G. San Joaquin Valley Metropolitan Planning Organizations Letter to California Air Resources Board Regarding Sustainable Communities Strategy Guidelines and Senate Bill 375 Framework

**Enclosure:** Yes

**Action:** Information and Discussion Only

4-H. Comprehensive Multimodal Corridor Plan (CMCP) – Request for Accelerated Completion

**Enclosure:** Yes

**Action:** Information and Discussion Only

4-I. SR 99 Coalition Comment Letter for the Update to the Climate Action Plan for Transportation Infrastructure

**Enclosure:** Yes

**Action:** Information and Discussion Only

4-J. Letter of Support – City of Madera Rail Crossing Elimination Application

**Enclosure:** Yes

**Action:** Information and Discussion Only

4-K. Traffic Open House

**Enclosure:** No

**Action:** Information and Discussion Only

4-L. 2025 San Joaquin Valley Regional Policy Conference

**Enclosure:** No

**Action:** Information and Discussion Only

4-M. San Joaquin Valley Regional Transportation Planning Agencies Policy Council 2024 Valley Voice Meetings Summary

**Enclosure:** Yes

**Action:** Information and Discussion Only

4-N. Change of Meeting Date

**Enclosure:** No

**Action:** Information and Discussion Only

4-O. Nationally Significant Multimodal Freight and Highway Projects (INFRA) Grant Award

**Enclosure:** No

**Action:** Information and Discussion Only

**5. TRANSPORTATION ACTION/DISCUSSION ITEMS**

5-A. State Legislative Update

**Enclosure:** Yes

**Action:** Information and Discussion Only

5-B. Madera High-Speed Rail Station Project 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 18, 2024

**Enclosure:** Yes

**Action:** Approve September 18, 2024, Meeting Minutes

[7-B.](#) Extension of Expenditures – City of Madera FY 2020/21 RSTP Exchange Funds

**Enclosure:** Yes

**Action:** Approve Extension Request

**8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

[8-A.](#) FY 2024-25 Overall Work Program & Budget (OWP) – Amendment No. 2

**Enclosure:** Yes

**Action:** Approve OWP & Budget – Amendment No. 2

[8-B.](#) Master Fund Transfer Agreement – Resolution 24-12

**Enclosure:** Yes

**Action:** Authorize the Executive Director to execute the Master Fund Transfer Agreement with Caltrans by Resolution 24-12

**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.](#) Change of Meeting Date

**Enclosure:** No

**Action:** Information and Discussion Only

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

[10-A.](#) Measure T Renewal Update

**Enclosure:** No

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

[10-B.](#) Amended Agreement – California Department of Tax and Fee Administration (CDTFA), Resolution 24-04

**Enclosure:** Yes

**Action:** Authorize the Executive Director to execute an Amended Agreement between the Authority and the California Department of Tax and Fee Administration – Resolution 24-04

## 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 23, 2024

**AGENDA ITEM:** 4-A

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

**SUBJECT:**

Notice of Funding Opportunities

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

All Federal grants, including transportation grants, can be found at [grants.gov](https://www.grants.gov). To find transportation related funding opportunities select “All Department of Transportation” under the “Agency” menu on the left-hand side.

The programs listed in the table below have released a Notice of Funding Opportunity (NOFO). This timeline is subject to change.

***Active & Upcoming Notices of Funding Opportunities (NOFOs)***

<b>Program</b>	<b>Due Date</b>	<b>NOFO Link</b>
Bridge Projects	11/1/2024	<a href="#">Apply Here</a>
Low-Carbon Transportation Materials Grants – Round 2 Non-State	11/25/24	<a href="#">Apply Here</a>
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)		Upcoming October 2024
Regional Infrastructure Accelerators Demonstration Program		Upcoming October 2024
All Stations Accessibility Program		Upcoming November 2024

Rural and Tribal Assistance Pilot Program

Upcoming  
November 2024

Local and Regional Project Assistance Grants (RAISE)

Upcoming  
November 2024

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 4-B

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

**SUBJECT:**

Fiscal Year 2024-2025 Revised State of Good Repair (SGR) Project List

**Enclosure:** Yes

**Action:** Approve Resolution 24-11 Amendment No. 1, adopting a Revised FY 2024-25 SGR project list

**SUMMARY:**

Established by Senate Bill 1, the State Transit Assistance-State of Good Repair (STA-SGR) Program provides approximately \$105 million annually to eligible recipients for transit maintenance, rehabilitation, and capital projects that keep the public transit system in a state of good repair. Eligible STA-SGR projects include:

- Transit capital projects or services to maintain or repair a transit operators vehicle fleet or transit facilities;
- The design, acquisition, and construction of new vehicles or facilities that improve existing transit service; and
- Transit services that complement local efforts for repair and improvements of local transportation infrastructure.

MCTC recommends submitting the following project revision in the amount of \$48,724:

County of Madera Existing Project	Transit Bus Facility - Infrastructure	(\$140,375)
County of Madera Proposed Project	Purchase up to Five Vans (3 gas, 2 electric)	\$140,375
	<b>Total</b>	<b>\$140,375</b>

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.

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

In the matter of  
**STATE OF GOOD REPAIR PROGRAM  
REVISED PROJECT APPROVAL LIST, FY  
2024/25**

Resolution No.: **24-11**  
**Amendment No. 1**

**WHEREAS**, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

**WHEREAS**, the Madera County Transportation Commission is an eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects; and

**WHEREAS**, the Madera County Transportation Commission distributing SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

**WHEREAS**, the Madera County Transportation Commission concurs with and approves the attached project list for the State of Good Repair Program funds.

**NOW, THEREFORE, BE IT RESOLVED**, that the Madera County Transportation Commission Policy Board hereby approves the SB1 State of Good Repair Project List for FY 2024-2025 to be submitted in the amount of \$290,091.

County of Madera	Transit Bus Facility – Infrastructure	(\$140,375)
Existing Project		
County of Madera	Purchase up to Five Vans (3 gas, 2 electric)	\$140,375
Proposed Project		

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

**NOW, THEREFORE, BE IT RESOLVED**, that the Executive Director is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms, and agreements.

The foregoing resolution was adopted this 23<sup>rd</sup> day of October 2024 by the following vote:

Commissioner Gonzalez	_____
Commissioner Gallegos	_____
Commissioner Ahmed	_____
Commissioner Poythress	_____
Commissioner Rodriguez	_____
Commissioner Rogers	_____

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Chair, Madera County Transportation Commission

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Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 4-C

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

**SUBJECT:**

Low Carbon Transportation Operations Program (LCTOP) Revised List of Projects FY 2017-18, 2018-19, 2019-20, 2022-23

**Enclosure:** Yes

**Action:** Approve LCTOP Revised List of Projects, Resolution 2018-03 Amendment No. 1, 2019-01 Amendment No. 1, 2020-01 Amendment No. 2, 2023-03 Amendment No. 2

**SUMMARY:**

The Madera County Transportation Commission is a designated recipient of Low Carbon Transit Operations Program funds for the Madera region.

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

The City of Madera has proposed a Corrective Action Plan to amend LCTOP allocations for FY 2017-18, 2018-19, 2019-20, and 2022-23.

MCTC recommends submitting the following project amendments in the amount of \$353,728

Agency	Project Name	Amount
Madera Metro	Farebox Modernization	\$ 72,627
	17-18-D06-099	\$123,774
	18-19-D06-109	
Madera Metro	Farebox Modernization Phase II	\$127,327
	19-20-D06-105	

Madera Metro	Madera Intelligent Transportation System (ITS) conversion for Madera Metro 22-23-D06-089	\$ 30,000
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**Proposed New Project**

**Total**

Madera Metro	Madera Metro Enhanced Transit Services 23-24-D06-096	\$353,728
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**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.

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

In the matter of  
**LOW CARBON TRANSIT OPERATIONS  
PROGRAM (LCTOP) REVISED PROJECT LIST  
FY 2017/18**

Resolution No.: **18-03  
Amendment 1**

**WHEREAS**, the Madera County Transportation Commission (MCTC) is an eligible recipient and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

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

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

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

**WHEREAS**, the MCTC wishes to implement the LCTOP project(s) listed above,

**WHEREAS**, the MCTC acknowledges that transit agencies whose service areas include disadvantaged communities (DAC) as identified in Section 39711 of the Health and Safety Code, at least 50 percent of the total funds received shall be expended on projects or services that benefit the DAC,

**NOW, THEREFORE, LET IT BE RESOLVED**, by the MCTC that the fund recipient agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

**WHEREAS**, the City of Madera wishes to amend its LCTOP project list; and

**WHEREAS**, the Madera County Transportation Commission concurs with and approves the amended project list for the LCTOP funds; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Madera County Transportation Commission Policy Board hereby approves the Revised LCTOP Project List for FY 2017-2018 to be submitted in the amount of \$72,627.



**Project:** Madera Metro Enhanced Transit Services

**Short description of the project:** This project will result in streamlined transit services for both the fixed route system (Madera Metro) and demand-response services (Dial-A-Ride). Wait times for buses and travel time while riding the bus will be reduced and connectivity will increase through major transfer points i.e., the Intermodal Transportation Center and the Walgreens stop.

**Amount of LCTOP funds requested:** \$72,627

**Benefit to Priority Populations:** The service area was expanded to include the northern part of the city which did not receive transit services previously plus streamlining the existing service routes. Thusly, investing in this project will benefit these communities through improved access and increased connectivity .

**Amount to benefit Priority Populations:** \$72,627

The foregoing resolution was adopted this 23<sup>rd</sup> day of October 2024 by the following vote:

Commissioner Gonzalez	_____
Commissioner Gallegos	_____
Commissioner Ahmed	_____
Commissioner Poythress	_____
Commissioner Rodriguez	_____
Commissioner Rogers	_____

\_\_\_\_\_  
Chair, Madera County Transportation Commission

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

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

In the matter of  
**LOW CARBON TRANSIT OPERATIONS  
PROGRAM (LCTOP) REVISED PROJECT LIST  
FY 2018/19**

Resolution No.: **19-01**  
**Amendment No. 1**

**WHEREAS**, the Madera County Transportation Commission (MCTC) is an eligible recipient and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

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

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

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

**WHEREAS**, the MCTC wishes to implement the LCTOP project(s) listed above,

**WHEREAS**, the MCTC acknowledges that transit agencies whose service areas include disadvantaged communities (DAC) as identified in Section 39711 of the Health and Safety Code, at least 50 percent of the total funds received shall be expended on projects or services that benefit the DAC,

**NOW, THEREFORE, LET IT BE RESOLVED**, by the MCTC that the fund recipient agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

**WHEREAS**, the City of Madera wishes to amend its LCTOP project list; and

**WHEREAS**, the Madera County Transportation Commission concurs with and approves the amended project list for the LCTOP funds; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Madera County Transportation Commission Policy Board hereby approves the Revised LCTOP Project List for FY 2018-2019 to be submitted in the amount of \$123,774.

**Project:** Madera Metro Enhanced Transit Services

**Short description of the project:** This project will result in streamlined transit services for both the fixed route system (Madera Metro) and demand-response services (Dial-A-Ride). Wait times for buses and travel time while riding the bus will be reduced and connectivity will increase through major transfer points i.e., the Intermodal Transportation Center and the Walgreens stop.

**Amount of LCTOP funds requested:** \$123,774

**Benefit to Priority Populations:** The service area was expanded to include the northern part of the city which did not receive transit services previously plus streamlining the existing service routes. Thusly, investing in this project will benefit these communities through improved access and increased connectivity .

**Amount to benefit Priority Populations:** \$123,774

The foregoing resolution was adopted this 23<sup>rd</sup> day of October 2024 by the following vote:

- Commissioner Gonzalez \_\_\_\_\_
- Commissioner Gallegos \_\_\_\_\_
- Commissioner Ahmed \_\_\_\_\_
- Commissioner Poythress \_\_\_\_\_
- Commissioner Rodriguez \_\_\_\_\_
- Commissioner Rogers \_\_\_\_\_

\_\_\_\_\_  
Chair, Madera County Transportation Commission

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Executive Director, Madera County Transportation Commission

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

In the matter of  
**LOW CARBON TRANSIT OPERATIONS  
PROGRAM (LCTOP) REVISED PROJECT LIST  
FY 2019/20**

Resolution No.: **20-01**  
**Amendment No. 2**

**WHEREAS**, the Madera County Transportation Commission (MCTC) is an eligible recipient and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

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

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

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

**WHEREAS**, the MCTC wishes to implement the LCTOP project(s) listed above,

**WHEREAS**, the MCTC acknowledges that transit agencies whose service areas include disadvantaged communities (DAC) as identified in Section 39711 of the Health and Safety Code, at least 50 percent of the total funds received shall be expended on projects or services that benefit the DAC,

**NOW, THEREFORE, LET IT BE RESOLVED** by the MCTC that the fund recipient agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

**WHEREAS**, the City of Madera wishes to amend its LCTOP project list; and

**WHEREAS**, the Madera County Transportation Commission concurs with and approves the amended project list for the LCTOP funds; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Madera County Transportation Commission Policy Board hereby approves the Revised LCTOP Project List for FY 2019-2020 to be submitted in the amount of \$127,327

**Project:** Madera Metro Enhanced Transit Services

**Short description of the project:** This project will result in streamlined transit services for both the fixed route system (Madera Metro) and demand-response services (Dial-A-Ride). Wait times for buses and travel time while riding the bus will be reduced and connectivity will increase through major transfer points i.e., the Intermodal Transportation Center and the Walgreens stop.

**Amount of LCTOP funds requested:** \$127,327

**Benefit to Priority Populations:** The service area was expanded to include the northern part of the city which did not receive transit services previously plus streamlining the existing service routes. Thusly, investing in this project will benefit these communities through improved access and increased connectivity .

**Amount to benefit Priority Populations:** \$127,327

The foregoing resolution was adopted this 23<sup>rd</sup> day of October 2024 by the following vote:

- Commissioner Gonzalez \_\_\_\_\_
- Commissioner Gallegos \_\_\_\_\_
- Commissioner Ahmed \_\_\_\_\_
- Commissioner Poythress \_\_\_\_\_
- Commissioner Rodriguez \_\_\_\_\_
- Commissioner Rogers \_\_\_\_\_

\_\_\_\_\_  
Chair, Madera County Transportation Commission

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

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

In the matter of  
**LOW CARBON TRANSIT OPERATIONS  
PROGRAM (LCTOP) REVISED PROJECT LIST  
FY 2023/24**

Resolution No.: **23-03**  
**Amendment No. 2**

**WHEREAS**, the Madera County Transportation Commission (MCTC) is an eligible recipient and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

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

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

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

**WHEREAS**, the MCTC wishes to implement the LCTOP project(s) listed above,

**WHEREAS**, the MCTC acknowledges that transit agencies whose service areas include disadvantaged communities (DAC) as identified in Section 39711 of the Health and Safety Code, at least 50 percent of the total funds received shall be expended on projects or services that benefit the DAC,

**NOW, THEREFORE, LET IT BE RESOLVED**, by the MCTC that the fund recipient agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

**WHEREAS**, the City of Madera wishes to amend its LCTOP project list; and

**WHEREAS**, the Madera County Transportation Commission concurs with and approves the amended project list for the LCTOP funds; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Madera County Transportation Commission Policy Board hereby approves the Revised LCTOP Project List for FY 2023-2024 to be submitted in the amount of \$30,000.

**Project:** Madera Metro Enhanced Transit Services

**Short description of the project:** This project will result in streamlined transit services for both the fixed route system (Madera Metro) and demand-response services (Dial-A-Ride). Wait times for buses and travel time while riding the bus will be reduced and connectivity will increase through major transfer points i.e., the Intermodal Transportation Center and the Walgreens stop.

**Amount of LCTOP funds requested:** \$30,000

**Benefit to Priority Populations:** The service area was expanded to include the northern part of the city which did not receive transit services previously plus streamlining the existing service routes. Thusly, investing in this project will benefit these communities through improved access and increased connectivity .

**Amount to benefit Priority Populations:** \$30,000

The foregoing resolution was adopted this 23<sup>rd</sup> day of October 2024 by the following vote:

Commissioner Gonzalez	_____
Commissioner Gallegos	_____
Commissioner Ahmed	_____
Commissioner Poythress	_____
Commissioner Rodriguez	_____
Commissioner Rogers	_____

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Chair, Madera County Transportation Commission

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Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 4-D

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

**SUBJECT:**

USDOT RAISE FY 2025 Call for Letters of Support

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The RAISE Grant Program provides a unique funding opportunity to invest in surface transportation infrastructure projects of local or regional significance. In anticipation of the notice of funding opportunity (NOFO) expected to be released this Fall 2024, Caltrans is conducting a Call for Letters of Support & Partnership.

Eligible Projects Include:

1. Road or bridge projects
2. Public transportation projects
3. Passenger and freight rail transportation projects
4. Port infrastructure investments (including inland port infrastructure and land ports of entry)
5. Intermodal projects
6. Projects investing in surface transportation facilities that are located on tribal land and for which title or maintenance responsibility is vested in the Federal Government

Project Types:

1. Capital Projects
2. Planning Projects- includes planning, preparation, or design (for example- environmental analysis, feasibility studies, and other pre-construction activities)

RAISE Award Minimum and Maximum:

1. Capital: \$5M (urban) \$1M (rural) minimum/\$25M maximum
2. Planning: no minimum/\$25M maximum

RAISE Program End Date: Anticipated January/February 2025



Visit the Office of [Strategic Investment Planning](#) website for complete resources. **All requests are due via Smartsheet 14 business days after NOFO release.**

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 4-E

**PREPARED BY:** Jeff Findley, Principal Regional Planner

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**SUBJECT:**

Draft State Highway Operation and Protection Program Guidelines

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The Madera County Transportation Commission (MCTC), Merced County Association of Governments (MCAG), and the Tulare County Association of Governments (TCAG), collectively support the draft guidelines for the State Highway Operation and Protection Program (SHOPP) currently being prepared by the California Transportation Commission (Commission) staff. The SHOPP is an essential program that helps regions deliver a safe, efficient, multimodal, and well-maintained state highway system (SHS) for our communities and the economic activities and services that utilize surface transportation infrastructure to move goods and people throughout the state. Overall, the draft SHOPP guidelines make appropriate updates, both substantive and technical, that will allow regions to work with the State to improve the SHS and meet performance targets for core assets.

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



September 30, 2024

The Honorable Carl Guardino  
Chair, California Transportation Commission  
1020 N Street  
Sacramento, CA 95814

**Re: Draft State Highway Operation and Protection Program Guidelines**

Dear Chair Guardino,

On behalf of the Madera County Transportation Commission (MCTC), the Merced County Association of Governments (MCAG), and the Tulare County Association of Governments (TCAG), we write to express our collective support for the draft guidelines for the State Highway Operation and Protection Program (SHOPP) that California Transportation Commission (Commission) staff is currently ushering through the public process in preparation for Commission action later this year.

The SHOPP is an essential program that helps regions like ours deliver a safe, efficient, multimodal, and well-maintained state highway system (SHS) for our communities and the economic activities and services that utilize surface transportation infrastructure to move goods and people throughout the state. Overall, we find that the draft SHOPP guidelines make appropriate updates – both substantive and technical – that will allow regions like ours to work with the state to improve the SHS and meet performance targets for core assets.

In recognition of the unique characteristics of each region in the state, the SHOPP has taken a flexible approach that accounts for regional needs while still allowing the state to prioritize projects that help meet its asset management goals. We find the draft SHOPP guidelines retain this important flexibility. Further, the draft guidelines do not arbitrarily prohibit SHOPP projects from contributing to larger regional and SHS corridor goals. Specifically, we support retention of existing SHOPP policies that allow us to deliver projects using both SHOPP and other fund sources, including State Transportation Improvement Program (STIP) funds. Policies that allow agencies to deliver multiple goals, save taxpayers hundreds of millions of dollars, and reduce construction related impacts on the traveling public and workforce that risk their lives daily should be *encouraged*.

By way of example, the SR 99 Delano to Pixley project in Tulare County **saved approximately \$60-80 million** by combining a maintenance project with STIP dollars to convert temporary lanes to permanent lanes thereby closing one of the remaining gaps on the corridor. In Madera and Merced counties, there were missed opportunities in the past decade to combine maintenance and capital projects too. Caltrans just completed two SHOPP projects on SR 99 in Atwater and Merced that created temporary lanes that could have been converted into permanent lanes and close two more gaps in the system. This conversion **would have saved at least \$300 million**, prevented the

traveling public from having to endure another disruptive project, and reduced cumulative impacts of construction and use of materials.

Our organizations estimate that another \$250 million could be saved by using this strategy on future SR 99 gap closure projects. These costs savings ultimately help the state deliver additional projects – improving the condition of the SHS system and helping to achieve our multimodal, safety, climate, and economic goals in a more efficient and cost-effective manner. To be clear, under this strategy, no SHOPP dollars are used for any capacity or widening work but by building off a maintenance project, we can sequence other projects to save money, time, and improve quality of life in our communities more quickly.

For these reasons, we support the draft SHOPP guidelines. Should you have any questions regarding our feedback on the draft SHOPP guidelines, please contact Kiana Valentine who represents our agencies on SR 99 corridor matters ([kiana@politicogroup.com](mailto:kiana@politicogroup.com) or (916) 266-3892).

Sincerely,



Stacie Guzman  
Executive Director  
Merced County Association of Governments



Ted Smalley  
Executive Director  
Tulare County Association of Governments



Patricia Taylor  
Executive Director  
Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 4-F

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

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**SUBJECT:**

Request for Proposals – Program Environmental Impact Report for the 2026 Madera County Regional Transportation Plan and Sustainable Communities Strategy

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

MCTC staff have prepared a request for proposals (RFP) to prepare a Program Environmental Impact Report (PEIR) for the 2026 Madera County Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

The 2026 RTP/SCS will serve as the planning guide containing transportation policies and projects which guide this county for the next 23 years (to fiscal year 2049). A Consultant will be retained in order to prepare a PEIR to assess county-wide environmental impacts of the RTP/SCS and focus on broad policy alternatives and mitigation measures and adhere to all applicable requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines (Sections 15120-15132).

Work on the 2026 RTP/SCS is ongoing. Adoption of the 2026 RTP/SCS and corresponding PEIR is expected in the Summer of 2026.

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 4-G

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

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**SUBJECT:**

San Joaquin Valley Metropolitan Planning Organizations Letter to California Air Resources Board Regarding Sustainable Communities Strategy Guidelines and Senate Bill 375 Framework

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The eight metropolitan planning organizations (MPOs) of the San Joaquin Valley have submitted a letter requesting a partnership with the California Air Resources Board (CARB), California Transportation Commission (CTC), Caltrans, and the Department of Housing and Community Development (HCD) to holistically review the SB 375 framework to improve how state and regional agencies collaborate to deliver multiple housing, climate, and transportation goals.

The San Joaquin Valley MPOs serve a region with eight counties and 63 cities, whose collective population numbers more than 4.3 million residents. Those counties – Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare – are home to some of the most disadvantaged communities in the state and share an air basin challenged by weather and topography that creates an ideal setting for extreme air pollution. Our MPOs are sensitive to the need for greenhouse gas reduction and are committed to SB 375’s intent.

The letter represents a collective submission of comments by the San Joaquin Valley MPOs for both proposed amendments to the SCS guidelines (comments requested by CARB by Aug. 30) and the request for information related to the target setting (preliminary data questionnaire requested by CARB by Oct. 30).

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



Item 4-4-G.

October 15, 2024

Dr. Steve Cliff  
Chief Executive Officer  
California Air Resources Board  
P.O. Box 2815  
Sacramento, CA 95812

RE: Pause Current SB 375 Targets and SCS Guidelines to Allow a Holistic Review of SB 375 Framework

Dear Dr. Cliff:

The eight metropolitan planning organizations (MPOs) of the San Joaquin Valley request a partnership with the California Air Resources Board (CARB), California Transportation Commission (CTC), Caltrans, and the Department of Housing and Community Development (HCD) to holistically review the SB 375 framework to improve how state and regional agencies collaborate to deliver multiple housing, climate, and transportation goals. The San Joaquin Valley MPOs serve a region with eight counties and 63 cities, whose collective population numbers more than 4.3 million residents. Those counties -- Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare – are home to some of the most disadvantaged communities in the state and share an air basin challenged by weather and topography that creates an ideal setting for extreme air pollution. Our MPOs are sensitive to the need for greenhouse gas reductions and are committed to SB 375’s intent.

**SB 375 Provides A Foundation from Which the State Can Move Forward**

SB 375 has improved regional transportation planning by emphasizing more significant investments in multimodal transportation and better coordination with housing developments. With each new iteration of the Sustainable Communities Strategy (SCS), we have seen better integration of land use, housing, and transportation policies, supporting better climate and quality of life outcomes for our residents. Notably, the public has become more involved in developing these plans, making projects more responsive to our communities’ needs. This progress should be a foundation for further state and regional planning improvements.

**But The Time Is Right to Revisit the SB 375 Planning Framework Holistically**

Much has changed since SB 375’s adoption in 2008. The State has accelerated transportation electrification through Advancing Clean Cars II, so that almost one in four new cars sold is zero emission. Under SB 743, vehicle miles traveled have replaced level-of-service as a critical success metric for transportation projects large and small. The state has also adopted substantial legislative changes to address the state’s housing crisis. In addition, the global pandemic fundamentally altered travel patterns and land use preferences – creating headwinds unforeseen when the law was designed or when the CARB Board last set targets.

Fresno Council of Governments  
Robert Phipps - Chair

Kern Council of Governments  
Aaron Hakimi

Madera County Transportation Commission  
Patricia Taylor

Stanislaus Council of Governments  
Rosa De León Park

Valleywide Coordinator  
Georgianna Vivian  
(559) 259-9257



Merced County Association of Governments  
Stacie Guzman – Vice Chair

Kings County Association of Governments  
Terri King

San Joaquin Council of Governments  
Diane Nguyen

Tulare County Association of Governments  
Ted Smalley

Fresno Council of Governments  
2035 Tulare Street, Suite 201  
Fresno, CA 93721



Fresno Council of Governments  
Fax (559) 233-9645



[www.sjvcogs.org](http://www.sjvcogs.org)



Thanks to state programs to support affordable housing and sustainable communities, active transportation, and transit improvements, as well as the Regional Early Action Planning (REAP) programs, partial funding is available to support critical housing and transportation needs needed to achieve our ambitious goals. However, as the SB 150 report acknowledged, funding and staffing for implementation remain far short of what is required to implement these regional strategies to the maximum extent. A restructured planning process can shift the focus toward implementation, thereby delivering faster and more effective results.

### **Work Collectively Towards Pragmatic Solutions**

The San Joaquin Valley resides in a non-attainment air district. Our constituents suffer from poor air quality that is predominantly caused by our geographic bowl-shaped valley, walled off by mountains, weather patterns (winds blowing West to East), vast agricultural farmland, heavy goods movement traffic, and the jobs-housing imbalance, leading hundreds of thousands of daily commuters into the Bay Area and Los Angeles basin.

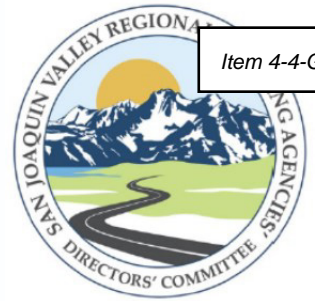
Density is an issue in the Valley regarding transit use and support. The Bay Area has a population of 6.8 million over 7,300 square miles, and Los Angeles County has 10 million people living over 4,700 square miles. In contrast, the Valley has 4.3 million people spread over 27,000 square miles. The Bay Area has nearly 60 percent more people living in an area a quarter the size of the Valley. Los Angeles has more than 2.5 times the population, over 1/6 of the area. Valley MPOs bear the burden of addressing heavy traffic that is not locally generated. Given our density profile, the one-size-fits-all application of VMT metrics exacerbates our ability to meet goals. Proportionality must be applied to assess VMT reduction, which was never intended for rural and suburban jurisdictions. Otherwise, by default, not meeting metrics designed for urban areas will send all the money to other parts of the state that do not have similar air quality concerns. Through the enactment of SB 768 (chaptered 9/27/24), we hope that the Department of Housing and Community Development's study of VMT will assist with SB 375 compliance. As a result, realistic expectations of what targets can be met and assessments of what types of pragmatic investments would yield the most favorable results per region must be made. The Valley has been innovative by introducing a VMT banking system concept to help offset emissions.

Furthermore, exogenous factors such as revised population growth estimates will substantially impact any plan's ability to deliver GHG reductions per capita. At the outset of SB 375, population growth within the San Joaquin Valley was expected to be greater than 1.1 million residents between 2020 and 2035 (i.e., a 24.5% increase). According to the latest estimates from the California Department of Finance, Valley growth over this period is expected to be less than 300,000 new residents (i.e., a 6.6% increase). This will hamstring the Valley as it strives to make GHG reductions per capita – new tools and measurements are needed to make progress.

All eight MPOs in the San Joaquin Valley strongly support California's climate goals and are deeply committed to improving passenger and freight rail systems, reducing GHG and vehicle miles traveled (VMT) where feasible, and improving public transportation, walking, biking, and other modes of transportation. Our region also supports transportation investments that are aligned with housing and economic development. While we strongly support addressing climate change, success will require creative, flexible, and pragmatic solutions for each region's unique opportunities and challenges.

The San Joaquin Valley has six counties with local sales tax measures dedicated to transportation. Still, it has been challenging to renew measures in Fresno and Madera to retain our ability to partner in advancing climate and mobility goals. Concurrently, gas tax revenue has been eroding, further inhibiting our ability to invest in multimodal





investments, transit-oriented development, and maintaining the basic infrastructure needed to support safety and mobility on local streets and roads and the state highway system. The San Joaquin Valley MPOs agree philosophically, we should not depend on petroleum production to help fund our infrastructure needs. We must focus on an equitable gas tax successor source, especially for our disadvantaged communities, that will provide predictability, stability, and an opportunity to balance funding to maintain investments to address safety, mobility, and air quality. The Cap-and-Trade program also needs to be extended to allow for continued investments into the Low Carbon Transit Operations Program (LCTOP) and Transit Capital and Intercity Rail Program (TIRCP) to complete passenger rail systems and augment first and last-mile bus service to make mode-shift more compelling.

Transit is expensive to build and operate and is not always a practical or efficient solution for a constituency's daily mobility needs. This is because transit typically lacks flexibility (traditional service is fixed-route service without options for route deviation and schedules), it can be unreliable, have long headways, and is sometimes limited or non-existent in more remote unincorporated areas. Greater resources are also needed to support micro-transit services, especially where traditional fixed route is not feasible and to support systems that offer transit services to our National Parks, such as the Yosemite Area Regional Transit System (YARTS).

**Request to Conduct a Holistic Review of the SB 375 Framework**

We request that CARB, CTC, Caltrans, and HCD work with MPOs to evaluate the SB 375 framework comprehensively. This effort will require us to engage in a deep and practical dialogue about the best way to achieve the suite of state and regional housing, climate, and transportation-related objectives, including GHG emission reductions. As part of this request, we ask that CARB pause the current SCS guidelines and SB 375 targets to allow for a robust and collaborative conversation about the best path forward in the coming months. However, should CARB be unable to pause SB 375 target setting due to statutory requirements, the Valley encourages CARB to re-establish existing targets for the Valley as a placeholder and identify new targets following the requested collaborative dialogue to reshape our collective SB 375 approach.

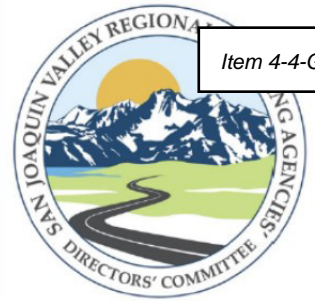
To demonstrate our commitment to this concept, this letter represents the collective submission of comments by the San Joaquin Valley MPOs for both the proposed amendments to the SCS guidelines (comments requested by CARB by Aug. 30) and the request for information related to the target setting (preliminary data questionnaire requested by CARB by Oct. 30). The time is right to develop more robust implementation solutions that fit state, regional, and local objectives.

We appreciate your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Phipps".

Robert Phipps, Chair  
San Joaquin Valley Regional Transportation Planning Agencies Directors' Committee  
Interim Executive Director, Fresno Council of Governments



CC:

- Tomiquia Moss, Secretary, California Business, Housing and Consumer Services
- Toks Omishakin, Secretary, California State Transportation Agency
- Sam Assefa, Director, Office of Planning and Research
- Tony Tavares, Director, California Department of Transportation
- Tanisha Taylor, Executive Director, California Transportation Commission
- Gustavo Velazquez, Director, California Department of Housing & Community Development



**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 4-H

**PREPARED BY:** Jeff Findley, Principal Regional Planner

**SUBJECT:**

Comprehensive Multimodal Corridor Plan (CMCP) – Request for Accelerated Completion

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The Madera County Transportation Commission (MCTC), Merced County Association of Governments (MCAG), and the Tulare County Association of Governments (TCAG), are requesting that the California Department of Transportation (Caltrans) accelerate the development and finalization of the Comprehensive Multimodal Corridor Plan (CMCP) for State Route 99 (SR 99). There are several State and Federal funding opportunities forthcoming, and it is critical that the State confirms its commitment to finish SR 99 to six lanes so that the agencies can remain competitive in seeking funding.

The 2022 Interregional Transportation Improvement Program (ITIP) conditioned funding for the South Madera 6 Lane Project on completion of the CMCP. With this project nearing ready to access funds for construction, time is of the essence. Moreover, the CMCP represents an opportunity for the state to reaffirm its commitment to improvements along the corridor to address growing safety, access, and congestion issues.

The current CMCP schedule indicates delivery of a final CMCP by June 2025, but the project has experienced delays. Caltrans is requested to keep the CMCP on track, if not accelerate early delivery of the plan with a Draft out for public review by April 2025. We invite Caltrans to present the Draft CMCP at the San Joaquin Valley Policy Conference in Merced on April 10-11, 2025.

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



September 30, 2024

Mr. Tony Tavares  
Director  
California Department of Transportation  
1020 N Street  
Sacramento, CA 95814

**Re: Acceleration of the Comprehensive Multimodal Corridor Plan for State Route 99**

Dear Director Tavares,

The Madera County Transportation Commission (MCTC), Merced County Association of Governments (MCAG), and the Tulare County Association of Governments (TCAG) write to request your assistance in accelerating the development and finalization of the Comprehensive Multimodal Corridor Plan (CMCP) for State Route 99 (SR 99). There are several state and federal funding opportunities forthcoming and it’s critical that the state confirms its commitment to finish SR 99 to six lanes throughout so that our agencies can remain competitive in seeking funding.

The SR 99 CMCP will increase our collective access to grant funding opportunities and ultimately our competitiveness by detailing a vision for the corridor from Sacramento to Bakersfield that leverages agency coordination, robust analysis including transportation trends and emerging technologies, and community needs. The focus of the SR 99 CMCP is on closing the gaps on SR 99 and creating a truck only lane throughout the corridor to address safety, goods movement, and congestion challenges – solutions and goals we support.

The 2022 Interregional Transportation Improvement Program (ITIP) conditioned funding for the South Madera 6 Lanes Widening Project on completion of the SR 99 CMCP. With this project nearing ready to access funds for construction, time is of the essence. Moreover, the CMCP represents an opportunity for the state to reaffirm its commitment to improvements along the corridor to address growing safety, access, and congestion issues. The state and the San Joaquin Valley have had a shared vision for SR 99 since the early 2000’s. However, changes in state policy have called into question the state’s commitment to this critical facility. The CMCP offers a meaningful opportunity to support the San Joaquin Valley, its vibrant (and of international significance) agricultural economy, and the

millions of Californians that use the facility to access jobs, school, health care, recreational opportunities, tourism, and more.


The current CMCP schedule indicates delivery of a final CMCP by June 2025. While we are optimistic that this milestone can be achieved, there have been delays in the development of the project from the beginning. As such, we write today to implore you to keep the CMCP on track, if not accelerate early delivery of the plan with a Draft out for public review by April. We invite Caltrans to present the Draft CMCP at the San Joaquin Valley Policy Conference in Merced on April 10-11, 2025.

Future corridor decisions require a final CMCP; we must be ready and able to take advantage of vital funding opportunities to improve the lives and livelihoods of those that utilize SR 99. Should you have any questions regarding this request or other SR 99 related matters, please contact Kiana Valentine who represents our agencies on SR 99 corridor matters ([kiana@politicogroup.com](mailto:kiana@politicogroup.com) or (916) 266-3892).

Sincerely,



Stacie Guzman  
Executive Director  
Merced County Association of Governments



Ted Smalley  
Executive Director  
Tulare County Association of



Patricia Taylor  
Executive Director  
Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 4-I

**PREPARED BY:** Jeff Findley, Principal Regional Planner

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**SUBJECT:**

SR 99 Coalition Comment Letter for the Update to the Climate Action Plan for Transportation Infrastructure

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The Madera County Transportation Commission (MCTC), Merced County Association of Governments (MCAG), and the Tulare County Association of Governments (TCAG), provided comments on the Draft Actions Update for the Climate Action Plan for Transportation Infrastructure (CAPTI).

Highlights of the letter include the following:

- Oppose Draft Action to Set Multimodal Spending Goals for the Overall CAPTI Portfolio of Investments.
- Support Draft Action to Improve VMT Analysis and Mitigation Guidance for Rural Projects to Better Account for the Low VMT Impact of Many Rural Projects.
- Oppose Draft Action to Update the Trade Corridor Enhancement Program (TCEP) Guidelines to State that Projects that Mitigate their Passenger VMT Impacts are More Competitive for Funding.
- Oppose Draft Action to Update the Solutions for Congested Corridors Program (SCCP) Guidelines to Require that all Applications Demonstrate that they are VMT Neutral in Order to Compete in the Program, While Continuing Existing Practice in Guidelines to Prioritize Projects that Reduce VMT.

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



MERCED COUNTY ASSOCIATION OF GOVERNMENTS



October 15, 2024

The Honorable Toks Omishakin  
Secretary  
California State Transportation Agency  
400 Capitol Mall, Suite 2340  
Sacramento, CA 95814

**Re: Comments for Consideration for the Update to the Climate Action Plan for Transportation Infrastructure**

Dear Secretary Omishakin,

The Madera County Transportation Commission (MCTC), Merced County Association of Governments (MCAG), and the Tulare County Association of Governments (TCAG) write to share our comments on the Draft Actions Update for the Climate Action Plan for Transportation Infrastructure (CAPTI) shared during public workshops on September 17-19, 2024.

We applaud the state for CAPTI achievements to date, including overall reduction of vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions across the portfolio of CAPTI programs, an increase in multimodal investments and equity outcomes in disadvantaged communities, and positive jobs indicators during implementation of CAPTI. These accomplishments were realized while maintaining flexibility to design and deliver projects that reflect regional differences, project specific contexts, and community needs *and* advance shared goals around reducing climate and environmental impacts. We urge CalSTA to retain a flexible approach in the next iteration of CAPTI and any new actions proposed. It's with this flexibility in mind that we offer the following specific comments:

**Oppose Draft Action to Set Multimodal Spending Goals for the Overall CAPTI Portfolio of Investments.** Our agencies are concerned about setting specific multimodal spending goals for CAPTI programs. While maximizing climate outcomes per dollar invested is important work, the state and its regional partners are required by federal and state law to meet a multitude of different goals from safety to freight throughput to reducing congestion, just to name a few. An overall spending goal for specific modal purposes will ultimately make it more difficult to meet many goals simultaneously. Other transportation goals, such as safety, are of the utmost importance to our residents as we work to develop and build projects to meet our regional needs.

**Support Draft Action to Improve VMT Analysis and Mitigation Guidance for Rural Projects to Better Account for the Low VMT Impact of Many Rural Projects.** We fully support the draft action to improve VMT analysis and mitigation for transportation projects in rural areas. The use of VMT as a metric to analyze environmental impacts from transportation projects is one of the most controversial transportation policy issues today. Rural areas generally have much lower traffic volumes compared to urban areas and the goal for our regions is to improve accessibility, safety, and mobility for the traveling public. Rural projects don't necessarily increase vehicle trips but instead enhance the quality and safety of existing travel routes. As such, without improvements,

projects in rural areas could be required to mitigate VMT that doesn't actually exist in the rural context.

**Oppose Draft Action to Update the Trade Corridor Enhancement Program (TCEP) Guidelines to State that Projects that Mitigate their Passenger VMT Impacts are More Competitive for Funding.**

The purpose of TCEP is to provide funding for infrastructure improvements to improve safety, reduce congestion, relieve bottlenecks, reduce air quality impacts, and increase multimodal travel options on freight corridors. Some TCEP projects may increase VMT but remain *absolutely necessary* in pursuit of safety improvements or to reduce congestion and improve air quality. By way of example, the 2022 TCEP funded a project on SR 99 in Tulare County that improved safety and congestion through interchange enhancements that added bicycle and pedestrian infrastructure where none existed prior to the project. This laudable project did increase VMT and pursuant to SB 743 implementation mitigated VMT to the extent feasible. By arbitrarily giving priority to projects that mitigate all their VMT, the state would be elevating climate goals over other life-saving goals such as safety.

**Oppose Draft Action to Update the Solutions for Congested Corridors Program (SCCP) Guidelines to Require that all Applications Demonstrate that they are VMT Neutral in Order to Compete in the Program, While Continuing Existing Practice in Guidelines to Prioritize Projects that Reduce VMT.**

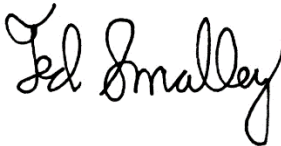
Like our perspectives on the TCEP, we also oppose requiring projects to be VMT neutral to compete and for giving priority to projects that reduce VMT in the SCCP. The SCCP is intended to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. VMT is only one metric in which to judge a transportation project and certain trade-offs may be worth VMT generated by a project, especially since SB 743 requires VMT analysis and mitigation to the extent feasible.

Thank you in advance for your consideration of our perspectives on these aspects of the Draft Actions for the CAPTI Update. We look forward to reviewing the Draft CAPTI Update upon its release and hope that this feedback will help you with developing that document. Should you have any questions regarding our feedback, please contact Kiana Valentine who represents our agencies on SR 99 corridor matters ([kiana@politicogroup.com](mailto:kiana@politicogroup.com) or (916) 266-3892).

Sincerely,



Stacie Guzman  
Executive Director  
Merced County Association of Governments



Ted Smalley  
Executive Director  
Tulare County Association of Governments



Patricia Taylor  
Executive Director  
Madera County Transportation Commission





**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 4-J

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

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**SUBJECT:**

Letter of Support – City of Madera Rail Crossing Elimination Application

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

Madera County Transportation Commission (MCTC) staff have provided a letter of support for the City of Madera’s Railroad Crossing Elimination (RCE) Grant Program application. This funding will support a planning study to improve safety and mobility at critical key crossings in Madera: Cleveland Avenue (DOT No. 019189U) and Yosemite Avenue (DOT No. 019192C), with focus on the Cleveland Avenue intersection. This area represents a major hub for vehicular traffic, freight movement, and pedestrian activities, involving key corridors such as State Route 99, W. Cleveland Avenue, N. Gateway Drive, Sharon Avenue, Country Club Drive, and the Union Pacific Railroad.

MCTC has strongly urged the Federal Railroad Administration to approve the City’s request for this critical project. With \$1.1 billion in RCE program reserves available, securing these funds would have a transformative impact on both the efficiency of the UPRR network and the safety and quality of life in Madera.

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



2001 Howard Road, Suite 201  
Madera, California 93637

559.675.0721 • [maderactc.org](http://maderactc.org)

September 18, 2024

The Honorable Amit Bose  
Administrator, Federal Railroad Administration  
1200 New Jersey Ave, SE  
Washington, DC 20590

**Re: Letter of Support – Railroad Crossing Elimination (RCE) Grant Program Application for the Cleveland/Country Club Intersection, Madera, CA**

Dear Administrator Bose,

On behalf of the Madera County Transportation Commission (MCTC), I am writing to express our full support for the City of Madera’s Railroad Crossing Elimination (RCE) Grant Program application. This funding will support a planning study to improve safety and mobility at critical key crossings in Madera: Cleveland Avenue (DOT No. 019189U) and Yosemite Avenue (DOT No. 019192C), with focus on the Cleveland Avenue intersection. This area represents a major hub for vehicular traffic, freight movement, and pedestrian activities, involving key corridors such as State Route 99, W. Cleveland Avenue, N. Gateway Drive, Sharon Avenue, Country Club Drive, and the Union Pacific Railroad.

The Union Pacific Railroad (UPRR) line through Madera is a critical segment of the national rail network and the domestic and international supply chain. Unfortunately, due to railway activity, high volumes of vehicle, bicycle and pedestrian traffic, residents commuting to work and nearby schools frequently experience traffic congestion, delays, and safety risks at these crossings. Recently, on September 5, 2024, a tragic fatal accident involving an individual vs train occurred at the Cleveland Avenue crossing, further underscoring the urgent need for federal investment in safety improvements.

The RCE grant will enable Madera to explore essential planning activities, including grade separation and safety enhancements aimed at reducing accidents and improving overall mobility. These improvements may also qualify the crossings for Quiet Zones, which would greatly benefit noise pollution for nearby residents and businesses.

MCTC strongly urges the Federal Railroad Administration to approve the City’s request for this critical project. With \$1.1 billion in RCE program reserves available, securing these funds would have a transformative impact on both the efficiency of the UPRR network and the safety and quality of life in Madera. Please accept this letter in full support of the City’s RCE grant application and thank you for your consideration of this vital project.

Sincerely,

Patricia Taylor, Executive Director  
Madera County Transportation Commission

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**MEMBER AGENCIES:** City of Madera, City of Chowchilla, Madera County



**STAFF REPORT**  
Board Meeting of October 23, 2024

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

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**SUBJECT:**

Traffic Open House

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

A discussion of planned improvements and enforcement efforts on State Route 41, Avenue 12, and other Madera County Roads will be held October 28, 2024, 6:00 – 7:30 pm at the Ranchos Middle School Multipurpose Room, 12455 Road 35 ½, Madera, California 93636.

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 4-L

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

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**SUBJECT:**

2025 San Joaquin Valley Regional Policy Conference

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

Save the date for the annual [San Joaquin Valley Regional Policy Conference](#) being held in the beautiful city of Merced April 9, 2025 – April 11, 2025. This event will open in the heart of Merced’s downtown district at the newly renovated El Capitan hotel with a lively networking reception. The conference center at UC Merced will host the conference and Blueprint Awards on the second day and feature tours of local housing developments, a number of transportation infrastructure projects, and the UC Merced campus. Attendees will gather at the historic Merced Theatre on the closing day where dynamic sessions will engage them on the latest policy and political updates regarding transportation planning at the regional, state, and federal level.

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of October 23, 2024

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

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**SUBJECT:**

San Joaquin Valley Regional Transportation Planning Agencies Policy Council 2024 Valley Voice Meetings Summary

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The San Joaquin Valley Regional Transportation Planning Agencies Policy Council traveled to Washington, D.C. for meetings on September 10-11, 2024, to advocate for regional projects and policy priorities related to transportation and infrastructure, particularly projects involving highways, transit, rail, goods movement, and emissions reductions strategies to improve air quality. Local officials met with Members of Congress and Administration officials from the U.S. Department of Transportation (DOT) and the White House.

Included in your packet is a copy of the Meetings Summary which provides an overview of takeaways and next steps discussed in each meeting.

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



Covino Smith & Simon  
1155 15th Street NW Suite 405  
Washington, DC 20005

To: San Joaquin Valley Regional Transportation Planning Agencies Policy Council

From: Jen Covino, President  
Aly Hernandez, Senior Associate  
Sommer Sison, Associate

Subject: 2024 Valley Voice Meetings Summary

The San Joaquin Valley Regional Transportation Planning Agencies Policy Council traveled to Washington, D.C. for meetings on September 10-11, 2024 to advocate for regional projects and policy priorities related to transportation and infrastructure, particularly projects involving highways, transit, rail, goods movement, and emissions reductions strategies to improve air quality. Local officials met with Members of Congress and Administration officials from the U.S. Department of Transportation (DOT) and the White House.

Projects reviewed with federal officials included the following: the SR 58/SR 99 National Freight Network Interchange to Protect Local Neighborhoods project; the South Fresno State Route 99 Corridor Project; Madera 41 South Expressway Project; the Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Improvements Project; future SR 99 Investments in Merced County; the Zero-Emission Vehicle Infrastructure project, San Joaquin Valley Locomotive Emissions Reduction Project, Heavy-Duty Vehicle Replacement project, Agriculture Burning and Equipment projects sponsored by the San Joaquin Valley Air Pollution Control District (SJV APCD); the Grangeville Boulevard Grade Separation project sponsored by the City of Hanford; the Stockton Diamond Grade Separation Project, Ceres to Turlock Double-Tracking Project, Madera High-Speed Rail Station, Valley Rail North-Sacramento Extension project, and The Rail Academy of Central California (TRACC) projects sponsored by the San Joaquin Regional Rail Commission (SJRRRC).

The group shared concerns regarding maintaining funding for critical programs authorized by the Bipartisan Infrastructure Law (BIL) and the Inflation Reduction Act (IRA) during the Fiscal Year (FY) 2025 budget and appropriations process; maintaining funding for local projects sponsored by the delegation as Congressionally Directed Spending (CDS) and Community Project Funding (CPF) requests; establishing new or additional sources of federal funding to better support farm-to-market routes in the reauthorization of the Farm Bill or the surface transportation bill, including support for legislation introduced by Congressman David Valadao; addressing the long-term solvency of the



Highway Trust Fund (HTF) with considerations for the adverse impacts of potential revenue solutions on rural communities; prioritizing federal funding through programs intended to maintain a state of good repair and programs that provide direct support to regional and local governments.

Please see an overview of important takeaways and next steps discussed in each meeting below.

Tuesday

September 10, 2024

### **The White House**

#### **Office of Intergovernmental Affairs**

Stephanie Sykes, Special Assistant to the President

Rick Hart, Advisor

#### **Infrastructure Implementation Team**

Minelly De Coe, Special Assistant to the President for Infrastructure Implementation

John Lucey, Senior Advisor

Amar Bhardwaj, Policy Advisor

The Policy Council kicked off the Valley Voice 2024 trip by meeting with officials from the White House Office of Intergovernmental Affairs and the Infrastructure Implementation Team. The group was joined by Advisor Rick Hart from the Office of Intergovernmental Affairs as well as Special Assistant to the President for Infrastructure Implementation Minelly De Coe, Senior Advisor John Lucey, and Policy Advisor Amar Bhardwaj from the Infrastructure Implementation Team. Special Assistant to the President Stephanie Sykes sat in on part of the discussion.

In a discussion on highway projects, the White House prompted questions about pending grant applications and assured the Council that they will keep an eye out for any incoming applications. Taking note of limitations in the Climate Pollution Reduction Grant (CPRG) program expressed by the group, Senior Advisor John Lucey assured the group that this funding cycle was highly competitive and there would be future opportunities to apply for other federal funds in support of the regional initiatives included in that grant application. He noted that awards for competitive grant programs authorized by the *Inflation Reduction Act* (P.L. 117-169) will be released mid-October this year, while stressing that tax credits should be around for 10 years (barring any reforms pursued by Congress in the 119<sup>th</sup> Session next year).

In the discussion on the importance of farm-to-market routes in the 2024 Farm Bill, Advisor Rick Hart offered to connect Supervisor Doug Verboon with the White House Office of Agricultural Affairs and Commodity Policy to better understand the vision for the reauthorization. At the end of the



meeting, Special Assistant Minelly De Coe asked the Council to keep their team apprised on any projects with transformative impacts for the Administration to highlight over the months ahead.

### **Congressman Jim Costa**

The group headed to the U.S. Capitol Visitor Center for a meeting with Congressman Jim Costa, where he began the conversation by praising the Policy Council's team for efficient communications with his Congressional offices and staff. The group discussed the following highway, air quality, and rail projects: the South Fresno State Route 99 Corridor Project, Zero-Emission Vehicle Infrastructure projects, San Joaquin Locomotive Emissions Reduction Project, Heavy-Duty Vehicle Replacement project; Agriculture Burning and Equipment project, and the BNSF Second Main Track project. The Congressman confirmed that his district office has provided a letter of support for the Fresno Council of Governments' (Fresno COG) \$25 million grant application submitted to the U.S. Department of Transportation (DOT) under the Infrastructure for Rebuilding America (INFRA) Grant Program seeking assistance for the South Fresno State Route 99 Corridor Project.

On air quality, the Congressman asked to follow up with the group on their projects and priorities. He also suggested that there may be a need for him to meet with EPA Administrator Michael Regan on funding priorities for the Valley.

The discussion then shifted to the Fiscal Year (FY) 2025 budget and appropriations process and the Farm Bill. The Congressman encouraged the delegation to continue to express support for Congressman David Valadao's *Farm to Market Road Improvement Act*. He then warned the group on the possibility of a government shutdown if lawmakers fail to pass a Continuing Resolution (CR) before funding expires at the end of September. He noted that, as a member of the House Appropriations Committee and Subcommittee on Transportation, Housing, and Urban Development, and Related Agencies, Congressman Valadao would have good insights on the status of those negotiations. The Congressman also warned of upcoming claw backs or reductions for transportation funding that could be triggered by the top-level spending caps established by the *Fiscal Responsibility Act* (P.L. 118-5).

Wednesday

September 11, 2024

### **Office of Congressman David Valadao**

Parker Edwards, Legislative Assistant

The Policy Council met with Congressman David Valadao's Legislative Assistant Parker Edwards, who began the meeting with a general congratulations to the Central Valley's progress to date on its infrastructure investments and air quality improvements. Supervisor Doug Verboon then discussed





several projects of significance located in the 22nd Congressional District, including the SR 58/SR 99 National Freight Network Interchange to Protect Local Neighborhoods project, Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Improvements Project, Zero-Emission Vehicle Infrastructure project, San Joaquin Valley Locomotive Emissions Reduction Project, Agricultural Burning and Equipment project, and Grangeville Boulevard Grade Separation project.

The conversation then segued into the legislative strategy for the Congressman's *Farm to Market Road Improvement Act*. Congressman Valadao recently introduced the bipartisan measure in collaboration with Congresswoman Sheila Cherfilus-McCormick (FL-D). Parker shared that they are currently looking into getting the Senate to introduce a companion bill in the chamber, and he intends to meet with the House Transportation and Infrastructure (T&I) Committee to discuss the bill soon. On the inequities of transportation funding for the Central Valley in the Rural Surface Transportation Grant Program, Parker noted that the Congressman is interested in trying to provide a set aside or prioritization for farm-to-market routes in counties that produce the most agricultural product.

According to the bill summary, the Farm to Market Road Improvement Act: *creates a 10 percent set aside in the Rural Surface Transportation Grant Program for farm to market roads; defines farm to market roads as roads within a county that has an annual gross agriculture production value of at least \$1 billion and agriculture production of at least \$500,000 per square mile; and requires the U.S. Department of Transportation and U.S. Department of Agriculture to create, and annually update, a list of covered counties.* It is referred to as H.R.9531 with the purpose "To make projects in certain counties eligible for funding under the rural surface transportation grant program, and for other purposes."

The Council then informed Parker that Senator Laphonza Butler expressed interest in supporting Congressman Valadao's efforts to address the transportation funding inequities in California in discussion with a small group of delegates earlier that day. The Council asked other members of the Congressional delegation to consider signing on as co-sponsors of the legislation and the Offices of Senator Alex Padilla and Senator Butler to consider having their bosses introduce a companion measure in the Senate. To date, Congressman Jim Costa, Congressman Vince Fong, and Congressman John Duarte have all signed on as co-sponsors of the measure. We will continue coordinating on next steps for legislative advocacy.

### **Congressman Josh Harder**

Kara Verma, Senior Legislative Aide

The group met with Congressman Josh Harder, and the Policy Council discussed various regional and local projects in District 9, including the Zero-Emission Vehicle Infrastructure projects, San Joaquin Valley Locomotive Emissions Reduction Project, Heavy-Duty Vehicle Replacement project, Agricultural Burning and Equipment project, Stockton Diamond Grade Separation, the Valley Rail



North – Sacramento Extension project, the BNSF Second Main Track project, and The Rail Academy of Central California (TRACC) project. The Congressman highlighted efforts he has made to help improve air quality in the Central Valley, notably by securing 20 new electric vehicle (EV) buses for the Stockton Unified School District as well as a new boat for the Port of Stockton, which has achieved a 99 percent decrease in emissions. As the meeting concluded, the Congressman addressed the importance of resources from the U.S. Environmental Protection Agency (EPA) for the community. The Congressman shared that he would like to be supportive of the Stockton Diamond Grade Separation Project.

### **Office of Senator Laphonza Butler**

Maria Martirosyan, Policy Advisor

Alex Baldonado, Legislative Aide

The group met with Senator Laphonza Butler's Policy Advisor Maria Martirosyan and Legislative Aid Alex Baldonado. On the topic of agriculture and transportation, the Policy Council communicated their recent conversation with Congressman David Valadao's office regarding the *Farm to Market Road Improvement Act*. They explained that this initiative would prioritize grant applications for agriculture hubs such as the Central Valley. The Chairman also shared with the Senator's team that the Senator seemed interested in Congressman Valadao's efforts during their conversation at the weekly photo-opportunity. Both Maria and Alex mentioned that their time in the Senator's office was coming to a close, but they would communicate this plan with the rest of the staff, including Senator Alex Padilla's office. They then shared that due to the Senator's upcoming departure, the Senator would not be keen on introducing a companion bill, but they would be happy to co-sponsor a bill if it was offered by Senator Padilla. Maria encouraged the Council to reach out for any pending letters of support and noted that senior staff and sometimes the Senator herself will check in on applications to ensure progress continues.

### **U.S. Department of Transportation**

#### **Office of the Secretary Office of Government Affairs**

Evan Wessel, Deputy Assistant Secretary for Intergovernmental Affairs

Sabrina McNeal, Government Affairs Specialist

Toiyriah Turner, Administrative Officer

### **Federal Transit Administration**

Heather Haney, Community Planner

### **Federal Railroad Administration**

Cory Gattie, Government Affairs Specialist



The full delegation traveled to the U.S. Department of Transportation (DOT) for a meeting led by Deputy Assistant Secretary of Intergovernmental Affairs Evan Wessel and Government Affairs Specialist Sabrina McNeal featuring other various officials representing the Office of the Secretary, Federal Transit Administration (FTA) and Federal Railroad Administration (FRA).

The meeting began with a discussion on the Stockton Grade Separation Project, in which the Policy Council expressed their disappointment with project selections for rail grants as they have applied multiple times and have not received funding from DOT. Sabrina added that the application process is competitive and asked if FRA teams have been on site to evaluate the project. The Council mentioned that FRA had visited and noted that there are ongoing studies for the site and there is wide support for the project. Sabrina indicated that she will touch base with FRA on the project. We have followed up with Sabrina responding to inquiries from her colleagues at FRA in hopes of facilitating a site visit.

After the group provided an overview of all their transportation projects, Sabrina suggested the following funding streams for their projects: Rural Opportunities to Use Transportation for Economic Success (ROUTES) program, loans through the Build America Bureau, and Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant program. The PROTECT Grant Program would be particularly well suited for local projects involving evacuation routes. DOT officials shared that Notices of Funding Opportunities (NOFOs) will be released this fall for the PROTECT Grant program, Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program, and the RAISE Grant Program. The Department will soon announce awards made through the pending round of the National Infrastructure Project Assistance program (MEGA Program) and the Infrastructure for Rebuilding America (INFRA) Grant Program.

They flagged the Department recently launched the Reconnecting Communities Institute (RCI) to help grant writers improve their applications, if that is of interest to the Council. Lastly, DOT asked the Council to share the value of projects funded by the *Bipartisan Infrastructure Law* (P.L. 117-58) with members of the California Congressional delegation to secure more funding in the future.

### **Congressman Vince Fong**

Representatives of the Valley Voice delegation headed back to the U.S. Capitol Visitor Center (CVC) to meet with Congressman Vince Fong for the first time in Washington, DC in his new role. The Council addressed projects specific to the 20th Congressional District, including the Zero-Emission Vehicle Infrastructure projects, San Joaquin Valley Locomotive Emissions Reduction Project, Heavy-Duty Vehicle Replacement project, Agricultural Burning and Equipment project, Grangeville Boulevard Grade Separation project, and BNSF Second Main Track project. When briefed about Congressman Valadao's *Farm to Market Road Improvement Act*, he expressed interest and support



for the measure. However, he noted that the chamber's bandwidth to consider legislation will be limited ahead of the elections due to the chamber's focus on passing a stopgap to avoid a government shutdown.

### **Congressman John Duarte**

Kyle Lombardi, Chief of Staff

The Policy Council sat down with Congressman John Duarte, who began the conversation on the impacts of high-speed rail and indicated that he is sympathetic to rail projects in moving freight and goods movement. Although the Congressman addressed flaws in the government's funding process, he stated that he is proud to support and participate in the Community Project Funding (CPF) process. This year, he carried a number of CPF requests on behalf of Policy Council member agencies.

The Council introduced project specific requests that were specific to the Congressman's District, including the SR 58/SR 99 National Freight Network Interchange to Protect Local Neighborhoods project, San Joaquin Valley Locomotive Emissions Reduction Project, Heavy-Duty Vehicle Replacement project, Agricultural Burning and Equipment project, Ceres to Turlock Double Tracking Project, Madera High-Speed Rail Station Project, and BNSF Second Main Track project.

The Congressman expressed his desire to roll back on requirements and restrictions from the *Bipartisan Infrastructure Law* (P.L. 117-58) to save money and make programs more efficient, including by removing Build America, Buy America, Diversity, Equity, and Inclusion (DEI), and Carbon Neutral requirements burdening local governments.

On the topic of efficient spending, the Congressman asked for support for a bill that would extend the South Fulson Canal to the Delta and his plan to work with the Bureau of Reclamation (BOR) to improve water infrastructure west of the Valley. He estimated that the project would grow production from 7,000 to 20,000-acre feet per year, while saving \$5 to \$10 billion in comparison to the alternative Delta Tunnel methods. His Chief of Staff Kyle Lombardi indicated he would share maps of the project with the Policy Council. The Council also suggested scheduling a meeting with the Congressman's office and the San Joaquin Valley Regional Transportation Planning Agencies Water Council to discuss the project in depth.

### **Office of Congressman Jay Obernolte**

Will Burns, Legislative Assistant

The Policy Council briefly met with Congressman Jay Obernolte's Legislative Assistant Will Burns, who oversees transportation policy. The Council discussed individual projects in California's 23rd



Congressional District pertaining to rail and air quality, including the San Joaquin Valley Locomotive Emissions Reduction Project, Agricultural Burning and Equipment project, and BNSF Second Main Track project. Kern COG Executive Director Ahron Hakemi provided an update on the S58/Edwards AFB North Gate Intersection Improvement Project and expressed gratitude for the Congressman's ongoing support of that project. Will asked that the Policy Council keep the member's office informed once grant applications are submitted to the U.S. Department of Transportation (DOT) or other federal agencies.

### **Congressman Tom McClintock**

The Policy Council met with Congressman Tom McClintock. The Congressman opened the meeting by expressing opposition to utilizing federal funding for transit and passenger or high-speed rail projects at the expense of highway infrastructure. Members of the Policy Council discussed projects in the Congressman's Congressional District, including the Madera 41 South Expressway Project, San Joaquin Valley Locomotive Emissions Reduction Project, Heavy-Duty Vehicle Replacement project, Agricultural Burning and Equipment project, and Ceres to Turlock Double-Tracking Project. Although the Congressman disagrees with the way grants are funded by the Executive Branch, he indicated that he would provide a letter of support for the Madera 41 South Expressway Project since he wants his constituents to see a return on their investment of federal tax dollars. He asked to be kept informed on all projects and pending federal grant applications. During the discussion on the air quality Agricultural Burning and Equipment project, the Congressman expressed concern over burdensome requirements and new costs for farmers.

### **Senator Alex Padilla**

Angela Ebner, Policy Advisor

Jacob Huls, Policy Advisor

The Council concluded the final day of meetings with a discussion with Senator Alex Padilla and his team. Supervisor Vernoon began the discussion with an overview of the necessary rail projects that would aid the Central Valley, especially for farmers. Policy Advisors Angela Ebner and Jacob Huls inquired on whether these projects align with CalTrans, to which the Council confirmed they do. Senator Padilla was able to briefly join the meeting during the discussion on air quality policies and projects aimed at reducing congestion. The Senator asked for a prioritized list of projects, ranked from most environmentally beneficial per capita or county to least. Regarding Congressman David Valadao's *Farm to Market Road Improvement Act*, the Senator's staff was interested in learning more about the funding opportunities this legislation would provide. Angela noted that Senator Padilla is a member of the Senate Environment and Public Works Committee and would be interested in introducing a potential companion bill. We will follow up with their staff.



**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 4-N

**PREPARED BY:** Patricia Taylor, Executive Director

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**SUBJECT:**

Change of Meeting Date

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The regularly scheduled meeting on November 20, 2024, for the Madera County Transportation Commission Policy Board has been changed. The meeting will now be held on December 4, 2024, at 3:00 pm.

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of October 23, 2024

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

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**SUBJECT:**

Nationally Significant Multimodal Freight and Highway Projects (INFRA) Grant Award

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The California Department of Transportation (Caltrans) will receive over \$203 million for two highway infrastructure projects in Redwood City and Tulare, California. The federal investments will fund critical infrastructure upgrades for the State Route (SR) 84-U.S. 101 interchange and support roadway improvements for SR 99 and the Paige Avenue multimodal interchange. The grants come from the Department of Transportation's [Nationally Significant Multimodal Freight & Highway Projects \(INFRA\) grant program](#), which received a substantial funding increase through the *Bipartisan Infrastructure Law*.

\$98 million will improve [Tulare's SR 99 Corridor and Paige Avenue multimodal interchange](#). Along SR 99, the project will convert approximately 5.4 miles of four-lane freeway into a six-lane freeway, with one lane constructed in each direction. The project will also reconstruct four ramps into a consolidated multimodal interchange with sequential roundabouts at the ramp termini and adjacent local street intersections. In addition, the funding will support the construction of 10-foot-wide shared-use paths along both sides of Paige Avenue to create an east-west multimodal corridor.

The Finish the 99 Coalition has long lobbied for funding to complete the State Route 99 and improve public safety, invest in our economy, and enhance the overall quality of life in California.

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 5-A

**PREPARED BY:** Patricia Taylor, Executive Director

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**SUBJECT:**

State Legislative Update

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

Gus Khouri, Khouri Consulting, prepared the following two reports, and will provide a verbal report during the MCTC Policy Board meeting:

1. Memorandum that includes the State Legislative Update for October 2024
2. MCTC Bill Matrix – October 2024

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.





October 14, 2024

TO: Board Members, Madera County Transportation Commission  
FROM: Gus Khouri, President  
Khouri Consulting LLC  
RE: **STATE LEGISLATIVE UPDATE –OCTOBER**

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### **General Outlook**

The 2023-24 Regular Session adjourned on August 31. The current class of legislators, which includes 35 termed-out members, is in office until November 30. The new class of legislators will be sworn in on December 2. On August 31, Governor Newsom called for a Special Session to address gasoline price spikes in November 2022. Assemblymember Gregg Hart authored ABx2 1, which requires the California Energy Commission (CEC) to develop requirements for oil refiners to maintain resupply plans to cover production loss during maintenance events and maintain minimum inventories. Governor Newsom signed ABx2 1 on October 14.

### **Gas Tax Successor Source Efforts**

Transportation is heavily dependent on the gas tax. With gas-powered vehicles becoming more fuel efficient, the rise in telework, and rapid conversion to zero-emission vehicles, gas tax resources have declined, hampering the ability to fund our infrastructure. The gas tax is regressive and is losing purchasing power despite inflationary adjustments included in SB 1 in 2017 for the gas tax, currently at 59.6 cents, and a flat, tiered vehicle registration fee. Governor Newsom's Executive Order N-79-20, which phases out gas-powered vehicle sales by 2035, makes it inevitable to convert to a new funding mechanism. This will impact funding for local streets and roads, highway safety and maintenance, and local apportionments for regional infrastructure needs.

In 2014, the Legislature called for a pilot program (SB 1077) to study a road charge model as a possible replacement source for the gas tax. Due to the limited number of participants from rural and low-income areas and the truncated timeline, more work is needed to recommend an appropriate charge rate. Issues include protecting privacy relating to data collection, enforcement, and compliance.

While the enactment of SB 1 has delayed possible implementation, the issue may rise to the forefront soon due to the prevalence of alternative fuel and electric vehicles, which do not pay at the pump. This conversation has been accelerated by Executive Order N-79-20, which prohibits the sale of gas-powered passenger vehicles by 2035 and will require conversion to alternative fuels and funding sources for state transportation programs.

Additionally, per SB 1121 of 2022, the California Transportation Commission (CTC) has been hosting meetings on a statewide needs assessment and potential successor source to the gas tax in hopes of formulating policy recommendations to the legislature. The next Road User Charge Task Force meeting is scheduled for November 8. We have been working with the CTC on possible options, hoping to work with a broad coalition to introduce legislation in 2025.

## **CAPTI 2.0**

The California State Transportation Agency (CalSTA) has been conducting workshops on implementing a revised version of the Climate Action Plan for Transportation Infrastructure (CAPTI), designed to prioritize investments into multimodal options and only fund highway projects as a last resort. The most recent version of the plan emphasizes the reduction of vehicle miles traveled to be eligible for state grant funding and encourages the establishment of managed lanes, including a congestion pricing mechanism, with excess proceeds directed towards active and public transportation projects on the highway.

CalSTA will present at the joint meeting of the CTC, California Air Resources Board, and Department of Housing and Community Development on November 7 and will accept public comment on the draft plan to finalize the update in early 2025.

We and MCTC staff are heavily involved in the process to ensure that our access to state funding is not compromised so that we can continue to leverage Measure T dollars to address safety and mobility.

## Bills of Interest

Governor Newsom had until September 30 to sign or veto legislation. Below is a summary of the final action taken on bills of interest to MCTC, that were pending on the Governor's desk.

- 1. AB 2401 (Ting)** would have required the California Air Resources Board to ensure that incentives provided under the Clean Cars for All Program are available in all parts of the state. **Status:** Vetoed by the Governor due to concerns about onerous verification requirements and opening eligibility to a broader population that may disadvantage low-income applicants.
- 2. SB 768 (Caballero)** requires the Department of Housing and Community Development to conduct a study on how vehicle miles traveled (VMT) is used as a metric for measuring transportation impacts of housing projects under the California Environmental Quality Act (CEQA). In many instances, VMT is used as a one-size-fits-all metric to evaluate projects, which impacts MCTC's competitiveness in acquiring critical state funds to address infrastructure and mobility needs. The report was shifted to HCD so that there would be a greater focus on understanding the application of VMT related to housing production. **Status:** Signed by the Governor. Chapter 773, Statutes of 2024.
- 3. SB 960 (Wiener)** requires Caltrans to include complete streets elements in the Asset Management Plan and State Highway Operation and Protection Program. Caltrans must also develop and adopt transit priority policy and guidelines and commit to specific four-year targets to incorporate complete streets facilities in the SHOPP. **Status:** Signed by the Governor. Chapter 630, Statutes of 2008.
- 4. SB 1216 (Blakespear)** bill prohibits an agency from installing a sharrow on a highway where bicycle travel is permitted that has a posted speed limit greater than 30 miles per hour (mph) except at or near an intersection to connect a Class I, Class II, or Class IV bikeway through the intersection. **Status:** Signed by the Governor. Chapter 788, Statutes of 2024.

## MCTC Bill Matrix –October 2024

Measure	Status	Bill Summary	Recommended Position
<b>AB 6 (Friedman)</b> <b>Transportation Planning: regional transportation plans: Solutions for Congested Corridors</b>	7/5/2023 Senate Transportation Failed Passage	As amended on May 30, this bill would strengthen the authority of the California Air Resources Board (CARB) over Sustainable Communities Strategies (SCS) submitted by metropolitan planning organizations (MPO) by allowing CARB to reject an SCS if it determines that the SCS is unlikely to be implemented. The bill also removes the 2050 sunset on updating regional greenhouse gas emission targets, allows CARB to dismiss projects that have environmental clearance if CARB does not want it included in an SCS, and requires wildlife crossings to be considered in an SCS.	<b>Oppose</b>
<b>AB 7 (Friedman)</b> <b>Transportation: project selection processes</b>	8/31/24 Senate Floor Failed Passage	As amended on September 1, this bill would require the California State Transportation Agency (CalSTA), the Department of Transportation (Caltrans), and the California Transportation Commission (CTC) to incorporate principles outlined in the Climate Action Plan for Transportation Infrastructure (CAPTI), the federal Infrastructure Investment and Jobs Act of 2021 (IIJA), and the federal Justice40 initiative into their existing program funding guidelines and processes.	<b>Oppose</b>
<b>AB 817 (Pacheco)</b> <b>Open meetings: teleconferencing: subsidiary body</b>	7/5/24 Senate Local Government Failed Passage	This bill allows, until January 1, 2026, a subsidiary body of a local agency to teleconference without meeting all the teleconferencing requirements of the Ralph M. Brown Act (Brown Act). A subsidiary body is defined as a commission, committee, board, or other body of a local agency, whether permanent or temporary, decision-making or advisory, created by charter, ordinance, resolution, or formal action of a legislative body that does not take final action on behalf of a local entity.	<b>Watch</b>
<b>AB 985 (Arambula)</b> <b>San Joaquin Valley Unified Air Pollution Control District: emission reduction credit system.</b>	8/31/24 Assembly Floor- Failed passage	As amended on July 6, 2023, the bill would require the State Air Resources Board to conduct an analysis, no later than January 1, 2027, of each credit identified in the San Joaquin Valley Air Pollution Control District's ledger of available emission reduction credits to determine if any credits were issued in violation of state, local, or district laws, rules, regulations, or procedures in place at the time of original issuance. Upon completion of the analysis, the State Air Resources Board to submit a report to the legislature with a summary of the results.	<b>Oppose</b>

## MCTC Bill Matrix –October 2024

Measure	Status	Bill Summary	Recommended Position
<b>AB 1904 (Ward)</b> <b>Transit buses: yield right-of-way sign</b>	9/25/24 Signed by the Governor Chapter 555, Statutes of 2024	This bill would allow transit agencies statewide to equip buses with a yield right-of-way sign on the left rear of the bus designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers.	<b>Watch</b>
<b>AB 2290 (Friedman)</b> <b>Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program</b>	8/15/24 Senate Appropriations Failed Passage	As amended on June 13, this bill would prohibit, on or after January 1, 2026, the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project unless the bikeway or road marking is on a highway with a design speed limit of 25 miles per hour or less or the project will implement improvements to reduce the design speed limit to 25 miles per hour or less. A Class III bikeway is defined as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.	<b>Oppose</b>
<b>AB 2401 (Ting)</b> <b>Clean Cars 4 All Program</b>	9/22/24 Vetoed	As amended on August 5, this bill would require the implementing regulations for the Clean Cars 4 All Program to additionally ensure that, among other things, incentives provided under the program are available in all areas of the state and that, in those areas where a local air district has not elected to manage the distribution of incentives, the state board manages the distribution of incentives to eligible residents of those areas, and would make certain conforming changes in that regard. The bill would require the Air Resources Board to update the guidelines no later January 1, 2026.	<b>Watch</b>
<b>AB 2485 (Carrillo)</b> <b>Regional housing need: determination</b>	7/5/24 Senate Appropriations Failed Passage	As amended on July 3, this bill would for the 8th and subsequent revisions of the regional needs assessment (RHNA), require the Department of Housing and Community Development to convene and engage stakeholders to consider improvements to the process of determining the existing and projected housing need for each region before determining any region's existing projected housing need. HCD would be required to post a summary of its findings and determination on the internet prior to finalization of the regional determination.	<b>Support</b>

## MCTC Bill Matrix –October 2024

Measure	Status	Bill Summary	Recommended Position
<b>AB 2535 (Bonta)</b> <b>Trade Corridor Enhancement Program</b>	5/16/24 Assembly Appropriations Failed Passage	<p>As amended April 24, this bill proposes to alter the Trade Corridor Enhancement Program (TCEP) to allow investment targets into zero-emission freight infrastructure. The minimum investment target is 15%, increasing by 5% each cycle until it reaches 50%.</p> <p>Additionally, starting on January 1, 2025, the Department of Housing and Community Development (HCD) and State Air Resources Board (ARB) would create guidance for programming projects that expand a highway's physical footprint to address the impact on the highest 10 percent of CalEnviroScreen communities. This guidance must be incorporated into the January 1, 2028, programming cycle, which is Cycle 5.</p> <p>Lastly, the bill would require the applicant agency to complete the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) within six months of the California Transportation Commission (CTC) adopting the TCEP program of projects as a condition of CTC funding for design, right-of-way, and capital construction costs.</p>	<b>Oppose</b>
<b>AB 2815 (Petrie-Norris)</b> <b>Clean Transportation Program: electric vehicle charging infrastructure</b>	8/15/24 Senate Appropriations Failed Passage	<p>As amended on July 2, this bill would require the State Energy Resources Conservation and Development Commission to provide funding through a new or existing program under the Clean Transportation Program for repair or replacement of nonoperational electric vehicle charging stations that are at least 5 years old, that were installed before January 1, 2024, and that are in a publicly available parking space. The bill would require the commission to allocate at least 50% of that funding to low-income communities and disadvantaged communities. The bill would prohibit the commission from expending more than 20% of the amount appropriated for purposes of the Clean Transportation Program in any fiscal year on the repair or replacement program.</p>	<b>Watch</b>
<b>AB 2900 (Soria)</b> <b>Toxic air contaminant emissions: California's central valley</b>	9/27/24 Signed by the Governor Chapter 746, Statutes of 2024	<p>As amended on May 16, this bill would require the California Air Resources Board, in order to minimize the impact of the energy transition on the supply chains in the critical agricultural sector and ensure that disadvantaged communities equitably share in the benefits of and investments in emission reductions, to establish the Small Agricultural Truck Fleet Assistance Program to provide dedicated technical and funding assistance, upon an appropriation by the Legislature for this purpose, to owner-operators or owners of small fleets to support the transition to cleaner emission-compliant trucks, as provided.</p>	<b>Watch</b>

## MCTC Bill Matrix –October 2024

Measure	Status	Bill Summary	Recommended Position
<b>SB 768 (Caballero)</b> <b>California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study</b>	9/27/24 Signed by the Governor Chapter 773, Statutes of 2024	As amended on August 22, 2024, this bill would require the Department of Housing and Community Development by January 1, 2028, to conduct and submit to the Legislature a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to CEQA. The bill would require the study to include, among other things, an analysis of the differences in the availability and feasibility of mitigation measures for vehicle miles traveled in rural, suburban, and urban areas. The bill would repeal those provisions on January 1, 2029.	<b>Support</b>
<b>SB 960 (Wiener)</b> <b>Transportation: planning: transit priority projects: multimodal</b>	9/27/24 Signed by the Governor Chapter 630, Statutes of 2024	As amended August 22, this bill would require Caltrans to adopt a transit priority policy to guide the implementation of transit priority facilities on the state highway system. The bill would require inclusion of bicycle, pedestrian, and transit priority facilities in the Transportation Asset Management Plan (TAMP), the State Highway System Management Plan (SHSMP), and the plain language performance report of the State Highway Operation and Protection Program (SHOPP). This bill would also require any project in the SHOPP to include bicycle, pedestrian, and transit priority facilities. The bill would require Caltrans to designate an encroachment permit manager in each district, require that entrances and exits interacting with local roads are address, and specifies that the bill pertains to facilities that are accessible to bicyclists and pedestrians. Targeted outreach to disadvantaged communities is required and Caltrans must publish on its website the status of projects and document cases when a complete streets project is not feasible.	<b>Watch</b>
<b>SB 1159 (Dodd)</b> <b>California Environmental Quality Act: roadside wildfire risk reduction projects</b>	8/15/24 Assembly Appropriations Failed Passage	As amended on April 24, this bill would require the Secretary of Natural Resources Agency and Governor’s Office of Planning and Research (OPR), in consultation with the Department of Fish and Wildlife, the Department of Forestry and Fire Protection, the State Water Resources Control Board, and other relevant state agencies, to consider including roadside public or private projects no more than five miles from a municipality or census designated place undertaken solely for the purpose of wildfire risk reduction in the classes of projects subject to a categorical CEQA exemption if specified requirements are met.	<b>Watch</b>

MCTC Bill Matrix –October 2024

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 1216 (Blakespear)</b>  <b>Transportation projects: Class III bikeways: prohibition</b></p>	<p>8/29/24                      Signed by the Governor                      Chapter 788, Statutes of 2024</p>	<p>As amended on August 22, this bill prohibits an agency from installing a sharrow on a highway where bicycle travel is permitted that has a posted speed limit greater than 30 miles per hour (mph) except at or near an intersection for the purpose of connecting a Class I, Class II, or Class IV bikeway through the intersection.</p>	<p><b>Oppose</b></p>





**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 5-B

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

**SUBJECT:**

Madera High-Speed Rail Station Project Update

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

On September 23, 2024, U.S. Senator Alex Padilla announced Bipartisan Infrastructure Law funding will be awarded to construct a high-speed rail station in Madera County. The funding is awarded through an application prepared by the San Joaquin Joint Powers Authority for the U.S. Department of Transportation's National Infrastructure Project Assistance (Mega) Program.

The Madera High-Speed Rail Station Project will receive over \$54 million to construct a high-speed rail station for the Merced-Bakersfield California High-Speed Rail Interim Service. The project will design and construct the Madera Station through improvements at the relocated Madera Amtrak Station, including new platforms, trackwork, an overhead contact system, a bus depot, expanded auto parking, an access roadway network, a multi-use path, and a station building.

The competitive Mega Grant program funds major projects that are too large or complex for traditional funding programs and are likely to generate national or regional economic, mobility, or safety benefits.

This is the latest among numerous funding partnerships the Madera Station Project has garnered. Prior funding has included the State Transit and Intercity Rail Capital Program, the California Interregional Transportation Investment Program, and Caltrans Sustainable Planning Grant Program.

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.

# Madera High-Speed Rail Station Project

Item 5-5-B.

San Joaquin  
Joint Powers Authority

## Project Overview

### What is the Madera High-Speed Rail Station Project?

The project will construct a new station in Madera County for California's Interim High-Speed Rail (HSR) Service between Merced and Bakersfield. Located along Avenue 12, the station will provide Madera County with direct access to HSR service and better connect it with Fresno, the larger Central Valley region, and the rest of California. Future transit-oriented development along the Avenue 12 Corridor, together with improved transit connectivity, will ensure that Madera County can capture the full economic and environmental benefits of HSR and sustainable growth patterns.

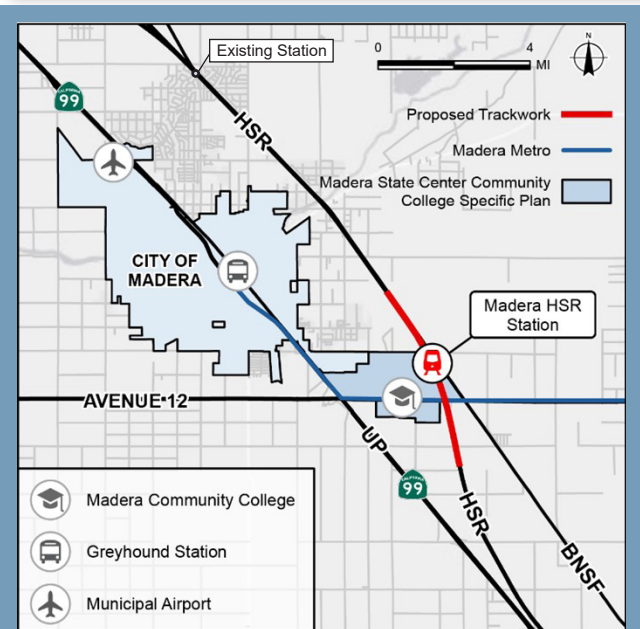
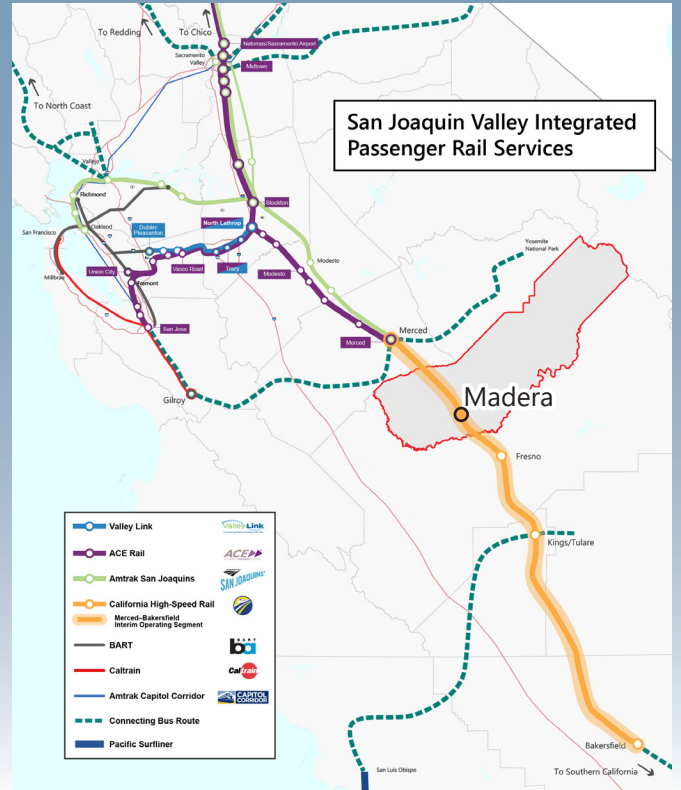
Madera County received a Sustainable Communities Grant from Caltrans to develop a new Transit Area Specific Plan focusing on the Avenue 12 Corridor that began in late 2022.

### What has been completed to date?

SJJPA completed environmental review for the improvements needed for the Madera HSR Station for Interim Service in accordance with the California Environmental Quality Act (CEQA) on January 22, 2021.

### Who is the Lead Agency?

SJJPA manages the San Joaquins rail service and is expected to be the Operating Agency for HSR Interim Service. SJJPA is responsible for implementing the improvements needed for the Madera HSR Station. SJJPA is working in partnership with the Madera County Transportation Commission, Madera County, City of Madera, Caltrans, the California State Transportation Agency (CalSTA), and the California High-Speed Rail Authority (CHSRA).



## Funding

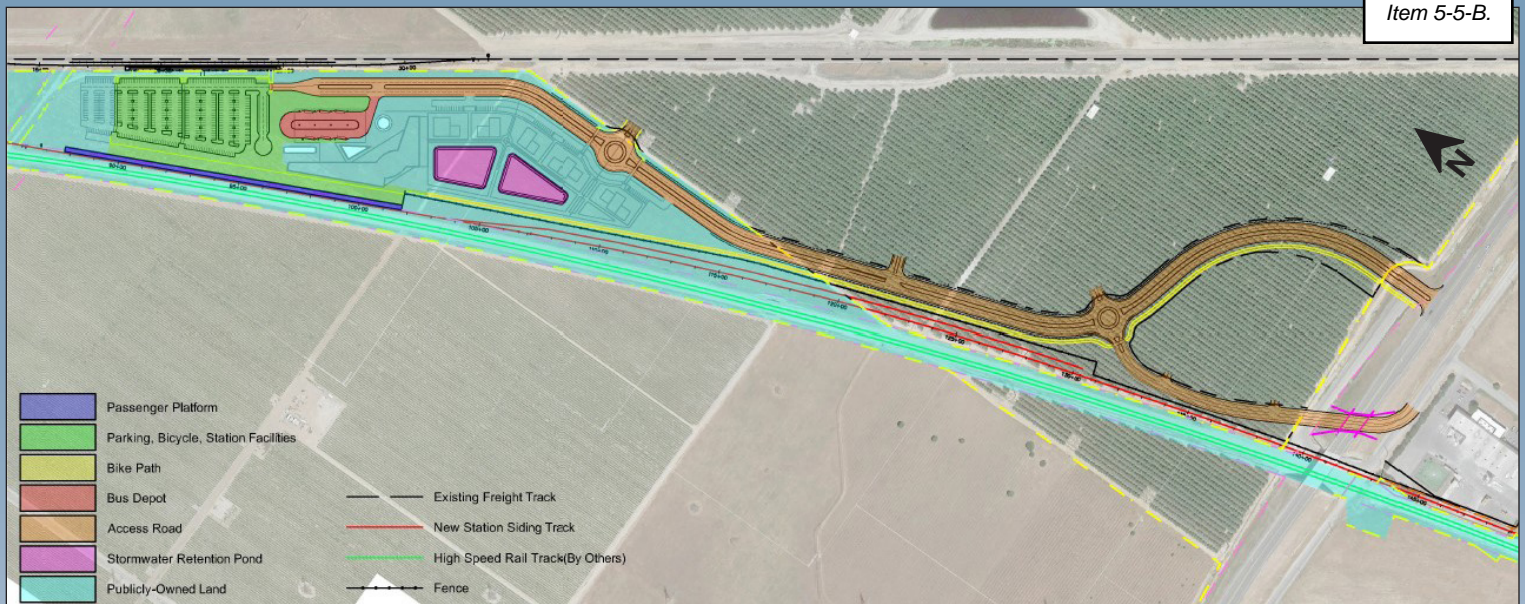
In partnership with SJJPA, Caltrans is requesting \$80 million in ITIP funding for the Madera HSR Station Project to be approved by the CTC for 2024 ITIP. Caltrans also submitted a joint application with SJJPA on August 21, 2023 for a 2023-24 MPDG Federal grant for the Madera HSR Station Project which combined with ITIP funds will fully fund the improvements needed for the Madera HSR Station to serve the HSR early operating segment (EOS) between Merced and Bakersfield.

## New Station Location

- Approximately 1 mile north of Avenue 12 along the BNSF railroad and HSR corridor, and 2 miles from the Madera Community College Center
- Primarily on publicly-owned land within the Transit Area Specific Plan, which will guide future development in the area and provide opportunity for transit-oriented development
- Close to approved future growth areas of Madera County

# Station Site Plan

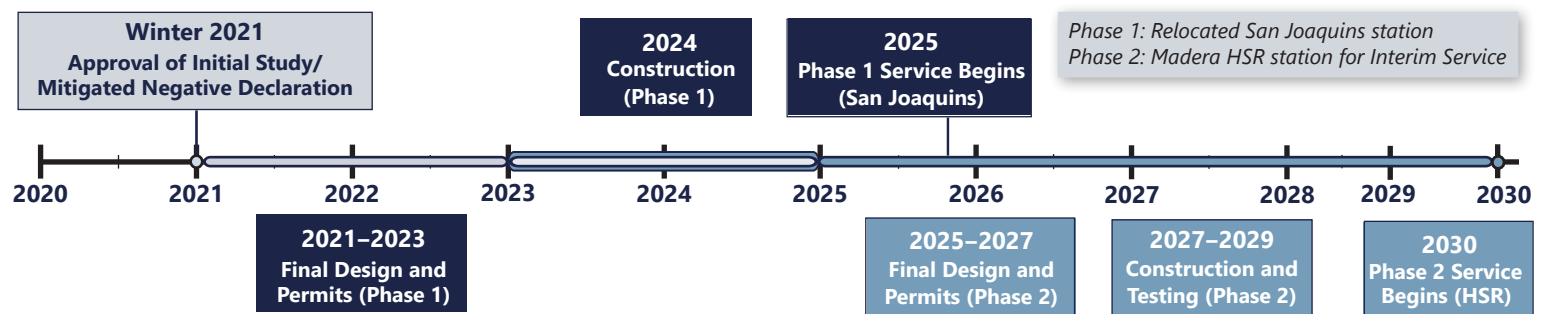
Item 5-5-B.



## Benefits of New Avenue 12 Station Location

- Avenue 12 is a primary transit route for Madera County
- Excellent access to State Route 99 with a recently updated interchange at Avenue 12 while continuing to provide access to central Madera with similar travel times
- Improves access times for riders from neighborhoods in southern Madera County
- Accommodates anticipated growth in southeast Madera County and north Fresno
- Supports transit-oriented development (TOD) as part of the Transit Area Specific Plan being conducted by Madera County, which will guide design and land use in the surrounding areas
- Location near Madera Community College Center will allow easy access for staff, students, and visitors
- Will enable future high-speed rail service to access the Madera Station

## What is the anticipated timeline for the Madera Station?



### For More Information

Visit the website below to view additional project materials:  
[www.sjjpa.com/madera-station-relocation-project](http://www.sjjpa.com/madera-station-relocation-project)

### Stay Connected

Join SJJPA on our social media platforms for the most up to date information.

[facebook.com/AmtrakSanJoaquins](https://facebook.com/AmtrakSanJoaquins)

@SanJoaquins

### Contact:

Dan Leavitt  
 Manager of Regional Initiatives  
 San Joaquin Joint Powers Authority  
[dan@sjjpa.com](mailto:dan@sjjpa.com)  
 (209) 944-6266



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📅 **SEPTEMBER 23, 2024**

## **Padilla Announces Over \$220 Million for I-680 Improvements and Central Valley High-Speed Rail**

**WASHINGTON, D.C.** — Today, U.S. Senator Alex Padilla (D-Calif.) announced that the Contra Costa Transportation Authority and the California Department of Transportation (Caltrans) will receive a combined \$220.6 million in *Bipartisan Infrastructure Law* funding to improve mobility along the Interstate 680 (I-680) corridor and to construct a high-speed rail station in Madera. The investments were made through the U.S. Department of Transportation's [National Infrastructure Project Assistance \(Mega\) Program](https://www.transportation.gov/rural/grant-toolkit/national-infrastructure-project-assistance-mega-program) (<https://www.transportation.gov/rural/grant-toolkit/national-infrastructure-project-assistance-mega-program>).

Over \$166 million will go toward Contra Costa's INNOVATE 680 Program to complete the northbound I-680 express lane gap from California State Route (SR) 24 to SR-242 and to convert the existing northbound high-occupancy vehicle (HOV) lane from SR-242 to north of Arthur Road into an express lane. The project will also construct a braided ramp system between the North Main Street and Treat Boulevard interchanges in Walnut Creek to address an existing bottleneck caused by weaving, implement Coordinated Adaptive Ramp Metering for a 19-mile segment of Northbound I-680, and include a Caltrans truck scale/weigh station.

The Madera High-Speed Rail Station Project will receive over \$54 million to construct a high-speed rail station for the Merced-Bakersfield California High-Speed Rail Interim Service. The project will design and construct the Madera Station through improvements at the relocated Madera Amtrak Station, including new platforms, trackwork, an overhead contact system, a bus depot, expanded auto parking, an access roadway network, a multi-use path, and a station building.

"Thanks to the *Bipartisan Infrastructure Law*, California commuters will get where they need to go faster, and we will improve connectivity across the Bay Area and San Joaquin Valley," **said Senator Padilla**. "Decongesting I-680 is essential to preventing delays and bolstering driver safety and efficiency along this busy corridor. The Madera high-speed rail station is a key component of the upcoming Merced-Bakersfield high-speed rail service and will create better transportation options, good-paying construction jobs, and cleaner air for Central Valley residents."

"This is a monumental award for Contra Costa County and the greater Bay Area. We extend our heartfelt thanks to Senator Alex Padilla and our federal delegation for their invaluable support in securing this crucial federal grant. Interstate 680 (I-680) is critical to the region's economy and prosperity. It provides for the movement of goods, services, and people throughout northern California and beyond. Thousands rely on this corridor and increased congestion has led to unacceptable delays. The Contra Costa Transportation Authority is excited to advance the I-680 corridor through focused modernizations that will maximize efficiency and promote shared transportation," **said Tim Haile, Executive Director, Contra Costa Transportation Authority**.

"Partnering with state and local agencies, California is using its transportation dollars to provide travelers with more options that will help us reduce planet-warming pollution, improve air quality, and combat climate change," **said Caltrans Director Tony Tavares**.

"This award is crucial for the San Joaquin Valley and California. We are extremely grateful to Senator Alex Padilla and our federal delegation for supporting this integral and transformational grant funding. The Madera station project would improve the connection to the Madera community and serve as a multi-modal connection hub, allowing transfers between the San Joaquins service and the future high-speed rail line. In addition, this project will help aid the region and the state in its goals to reduce transportation-related pollution and allow for the continued development of passenger rail in California," **said Stacey Mortensen, Executive Director of the San Joaquin Joint Powers Authority (SJPPA)**.

The highly competitive Mega Grant program funds major projects that are too large or complex for traditional funding programs and are likely to generate national or regional economic, mobility, or safety benefits. More information on the program is available [here](https://www.transportation.gov/rural/grant-) (<https://www.transportation.gov/rural/grant->

Senator Padilla has secured billions for California infrastructure improvements from the *Bipartisan Infrastructure Law*, including for high-speed rail. Last year, Padilla supported (<https://www.padilla.senate.gov/newsroom/press-releases/padilla-applauds-historic-6-billion-federal-investment-in-high-speed-rail-service-in-california/>), the Department of Transportation's announcement of \$3.1 billion for the California High-Speed Rail Authority, as well as over \$200 million (<https://www.padilla.senate.gov/newsroom/press-releases/padilla-feinstein-announce-nearly-300-million-in-rail-grants-for-california/>) for the agency from the Consolidated Rail Infrastructure and Safety Improvements Grant Program. He and the late Senator Dianne Feinstein previously announced \$25 million (<https://www.padilla.senate.gov/newsroom/press-releases/padilla-feinstein-announce-over-119-million-in-raise-grants-to-support-california-transportation-infrastructure-projects%ef%bf%bc/>), for the California High-Speed Rail Authority's Merced Extension Design Project through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. Additionally, Padilla announced \$28.94 million (<https://www.padilla.senate.gov/newsroom/press-releases/padilla-feinstein-announce-nearly-133-million-to-improve-roadway-safety-in-california-communities%ef%bf%bc/>), last year for the Contra Costa Transportation Authority to implement five safety projects in areas with the largest concentration of pedestrian crashes. He also championed (<https://www.padilla.senate.gov/newsroom/press-releases/padilla-announces-over-280-million-federal-investment-in-port-of-long-beach/>), more than \$283 million from the Mega Program for the Port of Long Beach to complete the final phase of the Pier B On-Dock Rail Support Facility by expanding the North and South Rail Yards.

###

### **Related Issues**

**TRANSPORTATION AND INFRASTRUCTURE**

([HTTPS://WWW.PADILLA.SENATE.GOV/ABOUT/ISSUES/TRANSPORTATION-AND-INFRASTRUCTURE/](https://www.padilla.senate.gov/about/issues/transportation-and-infrastructure/))



**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 7-A

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

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**SUBJECT:**

Executive Minutes – September 18, 2024

**Enclosure:** Yes

**Action:** Approve September 18, 2024, Meeting Minutes

**SUMMARY:**

Attached are the Executive Minutes for the September 18, 2024, Policy Board Meeting.

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.

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## EXECUTIVE MINUTES

**Date:** September 18 2024

**Time:** 3:00 pm

**Location:** Madera County Transportation Commission  
In person and Zoom

**Members Present:** Commissioner Waseem Ahmed  
Commissioner Cecelia Gallegos  
Commissioner Leticia Gonzalez  
Commissioner Jose Rodriguez  
Commissioner David Rogers

**Member Appearing Remotely** Commissioner Robert Poythress

**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  
Sandy Ebersole, Administrative Analyst  
Samantha Saldivar, Accounting Technician

1. **CALL TO ORDER by Chair Gonzalez**
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 Gonzalez opened the floor for public comment. No public comment was received.

## 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. Notice of Funding Opportunities

**Action:** Information and Discussion Only

#### 4-B. 2024-25 Sustainable Transportation Planning Grant awarded to Madera County

**Action:** Information and Discussion Only

#### 4-C. Caltrans Draft Planning Grant Application Guide 30-Day Comment Period

**Action:** Information and Discussion Only

#### 4-D. Fiscal Year 2022-2023 and 2023-2024 Revised State of Good Repair (SGR) Project List

**Action:** Approve Resolution 22-11 Amendment No. 2, adopting a Revised FY 2022-23 SGR project list, and approve Resolution 23-11 Amendment No. 1, adopting a Revised FY 2023-24 SGR project list

#### 4-E. Fiscal Year 2024-25 State of Good Repair (SGR) Project List

**Action:** Approve Resolution 24-11, adopting the FY 2024-25 SGR project list to be submitted in the amount of \$290,091





- 4-F. CALCOG Regional Leadership Forum  
**Action:** Information and Discussion Only
- 4-G. Social Services Transportation Advisory Council Appointment  
**Action:** Approve the Social Services Transportation Advisory Council Application for Appointment: Nancy Ramirez to represent a Local Social Service Provider for Persons with Disabilities
- 4-H. Caltrans System Investment Strategy (CSIS) and Climate Action Plan for Transportation Infrastructure (CAPTI) Alignment Metrics  
**Action:** Information and Discussion Only
- 4-I. Letters of Support for SB 768 (Caballero) and SB 1159 (Dodd) and Letters of Opposition for AB 2290 (Friedman) and SB 1216 (Blakespear)  
**Action:** Information and Discussion Only
- 4-J. Letters of Support: The Stockton Diamond Grade Separation Project and The Rail Academy of Central California (TRACC) Project  
**Action:** Information and Discussion Only
- 4-K. State Legislative Update  
**Action:** Information and Discussion Only

Chair Gonzalez opened the floor for public comment. No public comment was received.

**Transportation Consent Calendar Action on Items 4A-4K**

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

Roll call for votes:

- Commissioner Ahmed Yes
  - Commissioner Gallegos Yes
  - Commissioner Gonzalez Yes
  - Commissioner Poythress Yes
  - Commissioner Rodriguez Yes
  - Commissioner Rogers Yes
- Vote passed 6-0

**5. TRANSPORTATION ACTION/DISCUSSION ITEMS**

- 5-A. 2024 Valley Voice – Washington D.C. Recap  
**Action:** Information and Discussion Only

Chair Gonzalez opened the floor for public comment. No public comment was received.



5-B. Update – 2026 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

**Action:** Information and Discussion Only

Chair Gonzalez opened the floor for public comment. No public comment was received.

5-C. Draft CalVans Joint Powers Authority Agreement Revision

**Action:** Information and Discussion Only

Chair Gonzalez opened the floor for public comment. No public comment was received.

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

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

Chair Gonzalez opened the floor for public comment. No public comment was received.

Upon motion by Commissioner Rodriguez, seconded by Commissioner Poythress, 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 Ahmed Yes
- Commissioner Gallegos Yes
- Commissioner Gonzalez Yes
- Commissioner Poythress Yes
- Commissioner Rodriguez Yes
- Commissioner Rogers Yes

Vote passed 6-0

**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 17, 2024

**Action:** Approve July 17, 2024, Meeting Minutes



7-B. Transportation Development Act (LTF, STA) – Allocation, Resolution 24-09 Amendment No. 1, Resolution 24-10 Amendment No. 1

**Action:** Approve Resolution 24-09 Amendment No. 1, Resolution 24-10 Amendment No. 1

7-C. The August 2024 edition of *The Commission Vision*

**Action:** Information and Discussion Only

Chair Gonzalez opened the floor for public comment. No public comment was received.

**Administrative Consent Action on Items 7A-7C**

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

**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. Focus on the Future 2024 Conference

**Action:** Information and Discussion Only

9-B. HdL Newsletter – 1<sup>st</sup> Quarter 2024

**Action:** Information and Discussion Only

Chair Gonzalez opened the floor for public comment. No public comment was received.

**Administrative Consent Calendar Action on Items 9A-9B**

Upon motion by Commissioner Rogers, seconded by Commissioner Rodriguez, to approve the Administrative Consent Items 9A-9B. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Yes
Commissioner Poythress	Yes

Commissioner Rodriguez      Yes  
 Commissioner Rogers        Yes  
 Vote passed 6-0

## 10. AUTHORITY – ACTION/DISCUSSION ITEMS

### 10-A. Measure T Renewal Update

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

Chair Gonzalez opened the floor for public comment. No public comment was received.

## OTHER ITEMS

## 11. MISCELLANEOUS

### 11-A. Items from Staff

- Patricia Taylor, Executive Director, congratulated Troy McNeil on the birth of his granddaughter.
- Dylan Stone, Principal Regional Planner, informed the Policy Board MCTC provided a letter of support for the City of Madera’s Railroad Crossing Elimination grant application.

### 11-B. Items from Caltrans

- Michael Navarro, Caltrans District 06, Deputy Director, provided a brief update on the following:
  - The Sustainable Transportation Planning Grant (STPG) Draft Application Guide has been released for public comment until October 10, 2024.
  - The Climate Action Plan for Transportation Infrastructure (CAPTI) is holding two virtual workshops and one in-person workshop.
  - The State Route 99 Comprehensive Multimodal Corridor Plan (CMCP) website is now available.
  - The North Madera Six Lane project is in the environmental phase.
  - The Downtown Madera CAPM project is in the design phase.
  - Cottonwood Creek Bridge replacement is on schedule for completion in spring 2025.

### 11-C. Items from Commissioners

- Commissioner Poythress and Commissioner Rodriguez met with the Chukchansi Tribal Council regarding night construction on State Route 41. Madera County



provided a letter of support for the City of Madera Railroad Crossing Elimination grant application and recognized the County and City of Madera are valued partners.

- Commissioner Rodriguez expressed appreciation for the letters of support from MCTC and Madera County regarding the Railroad Crossing Elimination grant application.
- Commissioner Ahmed thanked Caltrans for assisting in securing the Clean California Grant and inquired regarding the timeline for the Transportation Asset Management Plan (TAMP).
- Commissioner Rogers was asked by the Fossil Discovery Center and Rotary if Caltrans would consider fossil artwork on the Avenue 21 ½ interchange.

## 12. CLOSED SESSION

NONE

## 13. ADJOURNMENT

Meeting adjourned at 4:05 pm.

Next meeting scheduled for Wednesday, October 23, 2024

Respectfully Submitted,

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

Patricia S. Taylor  
Executive Director  
Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 7-B

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

**SUBJECT:**

Extension of Expenditures – City of Madera FY 2020/21 RSTP Exchange Funds

**Enclosure:** Yes

**Action:** Approve Extension Request

**SUMMARY:**

The Regional Surface Transportation Program (RSTP) was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. This program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital and intercity passenger projects.

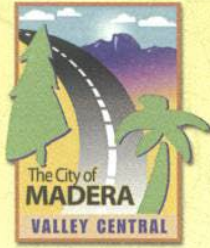
The State of California distributes the funds to regional agencies and counties based on population. The Madera County Transportation Commission (MCTC) is permitted to participate in an exchange of these federal funds to nonfederal State Highway Account funds. This exchange allows for greater flexibility with fewer administrative burdens.

Upon receipt of the funds, the Commission enters into an agreement with the local agencies to certify that the local agency will comply with all the applicable rules and regulations of the RSTP Exchange program, including the timely use of funds. Per the agreement agencies have 3 years to spend the funds.

The City of Madera has submitted a request to extend the deadline for their FY 2020/21 funds that are scheduled to lapse on November 9, 2024. Staff recommends the approval of the extension request for one additional year, to November 9, 2025. If the City is unable to spend all the FY 2020/21 funds by this date, then the funds will revert to MCTC to allocate to a different project and/or jurisdiction before the funds lapse to the State.

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



October 7, 2024

Patricia Taylor, Executive Director  
 Madera County Transportation Commission  
 2001 Howard Road, Suite 201  
 Madera, CA 93637

Subject: FY 2020/21 RSTP Exchange Funds

Dear Tricia,

The City of Madera respectfully requests an extension for Fiscal Year (FY) 2020/21 RSTP funds, due to lapse on November 8, 2024, per the Master Agreement. Due to many factors, Staff resources had been shifted to projects that were not RSTP eligible this past year, such as the Avenue 13 Sanitary Sewer Main Collapse and CIPP lining project. However, the FY 2024/25 Capital Improvement Plan activities show us catching up later this fiscal year with RSTP expenditures and staying current going forward.

As of October 2, 2024, the City has claimed \$50,568.42 against the FY 2020/21 RSTP funds for the Olive Avenue Project and the Lake/4<sup>th</sup> Street/Central Intersection Projects. The city intends to submit amended applications to rebalance funds across several project to maximize claims against the FY 2020/21 and FY 2021/22 RSTP funds. There are two traffic signal projects slated for the FY 2020/21 and the FY 2021/22 RSTP Exchange funds:

- Olive Ave & Knox St Intersection Improvements, R-10 Phase 3. This phase was broken out of the larger Olive Avenue project. Construction has begun but costs anticipated to be incurred before November 8<sup>th</sup> are minimal. Road work should be complete by end of 2024 and the traffic signal equipment will be installed Spring 2025. The contract plus allowable contingencies and construction management costs is valued at \$975,000. The majority of funding for this phase is RSTP funds.
- Lake St and Sherwood Way Traffic Signal, TS-35. This project advertised for construction on October 5, 2024. Bids will be opened on October 30<sup>th</sup> and a contract should be awarded in November, 2024. Construction should begin in January; traffic signal equipment installed late summer 2025. The project budget for TS-35 is \$840,000. This project is 100 percent funded with RSTP funds.

The Olive Avenue project has been stalled due to approvals needed from UPRR for both the current utility undergrounding project and the ultimate widening of the UPRR crossing. Approximately \$200,000 of the utility undergrounding project remains encumbered while we wait for approvals from UPRR to complete the installation of the electrical conduit for conversion from aerial to underground.

The Lake/4<sup>th</sup>/Central Intersection Improvement project is also funded with CMAQ funds and Local Transportation Funds to match. The City Council has within the last month requested that staff revisit the installation of a roundabout instead of a traffic signal. This request will add additional delays to this project while we work with our consultant to do the work required to meet this request. Ultimately, because CMAQ funds are fixed the cost difference could come from RSTP Exchange funds.

Table 1 below shows the projected claim schedule through the end of FY 2025/26.

Table 1. RSTP Funding Year	Claims Thru end of FY 24/25			FY 25/26
	20/21	21/22	22/23	23/24
RSTP Expenditure Deadline	11/8/2024	10/2/2025	<b>10/24/2026</b>	<b>9/12/2027</b>
<b>RSTP Eligible Projects</b>				
B-05 Granada Bridge				\$251,000.00
R-10 Olive Ave Phase 2		\$26,137.58	\$123,862.42	
R-10 Olive Ave Phase 3	\$872,653.08	\$126,612.42		
R-10 Olive Ave Phase 4				\$385,000.00
R-37 Raymond Shoulder			\$30,654.00	
R-46 Lake St Widening				
R-57 Lake/4th/Central	\$61,303.92		\$356,878.58	\$284,026.00
R-58 Schnoor Sidewalk			\$265,600.00	
R-60 Storey Shoulder			\$41,250.00	
R-82 Almond Extension				
TS-23 HOPYQ				
TS-34 Granada Ped			\$174,480.00	
TS-35 Lake & Sherwood		\$840,000.00		
Allocation	\$933,957.00	\$992,750.00	\$992,725.00	\$920,026.00
Claims	\$933,957.00	\$992,750.00	\$992,725.00	\$920,026.00
Balance	\$0.00	\$0.00	\$0.00	\$0.00

to be amended into application



Thank you very much for your consideration in this matter. If you have any questions or would like additional information, please do not hesitate to reach out.

Sincerely,



Ellen Bitter

Deputy City Engineer

C: Keith Helmuth, City Engineer  
Nicole Say, Administrative Analyst  
Troy McNeil, Deputy Director/Fiscal Supervisor, MCTC



**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 8-A

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

**SUBJECT:**

FY 2024-25 Overall Work Program & Budget (OWP) – Amendment No. 2

**Enclosure:** Yes

**Action:** Approve OWP & Budget – Amendment No. 2

**SUMMARY:**

Included in your package is Amendment No. 2 of the FY 2024-25 Overall Work Program & Budget. The revised Budget is \$2,773,004 (decrease of \$43,443 from previously amended budget). The amendment reflects changes due to the following:

- Recognition of carryover grant amounts from previous fiscal year including FHWA PL, FTA 5303, REAP 1.0, REAP 2.0;
- Adjustments for employee declining health insurance and accepting cash-in-lieu benefit;
- Adjustments for a higher than expected SB-1 planning grant allocation;
- Adjustments to consultant costs that use SB 125 Transit Program funding; and
- Adjustments to the assigned work hours in some work elements.

The amendment is recognized in the following accounts:

Revenues – (Decrease \$43,443)

- FHWA PL Carryover FY 23-24 – Decrease \$24,939
- FHWA PL Carryover FY 22-23 – Decrease \$19,640
- FTA 5303 Carryover FY 23-24 – Increase \$3,794
- SB-1 Sustainable Communities Grant FY 24-25 – Increase \$4,050
- SB-1 Sustainable Communities Grant FY 23-24 – Decrease \$2,567
- SB-1 Sustainable Communities Grant FY 22-23 – Increase \$1,419
- REAP Housing 1.0 Carryover – Increase \$1,237

- REAP 2.0 Carryover – Decrease \$9,614
- TDA Carryover – Decrease \$42,129
- Member Assessment Fees – Increase \$2,608
- MCTA – Increase \$42,338

Salaries & Benefits – (Decrease \$23,940)

- Salaries – Increase \$6,000
- 401(a) – Increase \$900
- FICA, Employer – Increase \$372
- Medicare – Increase \$87
- Worker’s Compensation – Decrease \$140
- Health – Decrease \$31,159

Other Direct Costs – (Decrease \$19,503)

- Consultant (SB-1 Planning Grant) – Increase \$497
- Consultant (Transit) – Decrease \$20,000

Changes were made to all Work Elements.

**FISCAL IMPACT:**

Decrease of \$43,443 from previously amended 2024-25 Overall Work Program and Budget.

FY 2024-25 Overall Work Program

	Funds Available by Revenue Source																		
	MCTC	Other	Total	MCTC LTF	SB 125 Transit Funding Program	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 23-24	FHWA PL Carryover 22-23	FTA 5303	FTA 5303 Carryover 23-24	Total
Carryover Prior Years				85,979	0	0	0	0	1,237	4,136	327,753	450,000	0	0	136,186	37,170	0	14,929	607,390
Current Year Allocation				331,119	188,112	114,000	380,542	107,000	0	0	172,800		785,849	20,150	0	0	69,272	0	2,168,844
Carryover to Future Year						(3,230)													(3,230)
<b>Total Available Funds</b>	<b>1,487,700</b>	<b>1,285,304</b>	<b>2,773,004</b>	<b>417,098</b>	<b>188,112</b>	<b>110,770</b>	<b>380,542</b>	<b>107,000</b>	<b>1,237</b>	<b>4,136</b>	<b>500,553</b>	<b>450,000</b>	<b>785,849</b>	<b>20,150</b>	<b>136,186</b>	<b>37,170</b>	<b>69,272</b>	<b>14,929</b>	<b>2,773,004</b>

10/17/2024 22:56	Expenditures by Agency				Expenditures by Revenue Source																	
	Work Element Description	MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	SB 125 Transit Funding Program	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 illustrative purposes only)	FHWA PL	Complete Streets PL	FHWA PL Carryover 23-24	FHWA PL Carryover 22-23	FTA 5303	FTA 5303 Carryover 23-24	Total
101 Regional Transportation Plan	183,544	50,000	233,544	0					19,468	7,320						150,260		19,326	37,170			233,544
102 Regional Housing Planning Program - REAP 1.0	1,237	0	1,237	0					0			1,237				0						1,237
102.1 Regional Early Action Planning Grants of 2021 (REAP) 2.0	4,136		4,136	0					0			4,136				0						4,136
104 F Oakhurst Multimodal Corridor Study FY 22-23	4,502	180,000	184,502	21,162					0					163,340	450,000	0						184,502
105 F Regional Growth Forecast FY 23-24	2,510	65,000	67,510	7,744					0					59,766		0						67,510
106 F Sustainable Communities Strategy (SCS) Development FY 23-24	4,000	114,206	118,206	13,559					0					104,647		0						118,206
106.1 F Sustainable Communities Strategy (SCS) Development FY 24-25	11,140	184,048	195,188	22,388					0					172,800		0						195,188
201 Transit Planning	95,110		95,110	8,975	1,934				0							0				69,272	14,929	95,110
202 Rail Planning	33,983		33,983	33,983					0							0						33,983
301 Active Transportation Planning - CS	90,635		90,635	0					10,396							60,089	20,150					90,635
401 Routes, Corridors, and Routes of Regional Significance	40,930		40,930	4,695	0				0							36,235						40,930
501 Transportation Program Development	174,667		174,667	20,034					0							154,633						174,667
502 Project Coordination & Financial Programming	35,191		35,191	0					35,191							0						35,191
601 Travel Demand Model Management	72,100	52,700	124,800	8,270	6,045				0						63,830		46,655					124,800
602 Air Quality Modeling	82,072	9,000	91,072	0					9,414	1,032					72,658		7,968					91,072
603 GIS and Mapping Resources	131,123	8,300	139,423	0					15,040	952					116,083		7,348					139,423
604 Performance Management and Data Development	48,070		48,070	5,514	0				0						42,556							48,070
605 Regional Traffic Monitoring Program	12,942	15,000	27,942	0	0				1,484	1,720					11,458		13,280					27,942
701 Public Participation Program	44,711	47,000	91,711	5,128	5,391				0						39,583		41,609					91,711
801 Transportation Funds Administration	86,157	29,500	115,657	115,657					0						0							115,657
802 SB 125 Transit Program	28,112	160,000	188,112	0		188,112			0						0							188,112
901 Lobbying	10,770	100,000	110,770	0			110,770		0						0							110,770
902 Other Activities	110,069	26,550	136,619	136,619					0						0							136,619
1001 Overall Work Program	43,447		43,447	0					4,983						38,464							43,447
1101 MCTA Administration	136,542	244,000	380,542	0			380,542		0						0							380,542
<b>Total Expenditures</b>	<b>1,487,700</b>	<b>1,285,304</b>	<b>2,773,004</b>	<b>403,728</b>	<b>13,370</b>	<b>188,112</b>	<b>110,770</b>	<b>380,542</b>	<b>95,976</b>	<b>11,024</b>	<b>1,237</b>	<b>4,136</b>	<b>500,553</b>	<b>450,000</b>	<b>785,849</b>	<b>20,150</b>	<b>136,186</b>	<b>37,170</b>	<b>69,272</b>	<b>14,929</b>	<b>2,773,004</b>	
				<b>417,098</b>					<b>107,000</b>							<b>979,355</b>			<b>84,201</b>			

**Madera County Transportation Commission**  
**2024-25 Amended Budget**  
17-Oct-24

	24-25 Budget	Amend #1	Amend #2	Amended Budget
<b>Revenues</b>				
FHWA PL	\$785,849			\$785,849
Complete Street PL	\$20,150			\$20,150
FHWA PL Carryover FY 23-24	\$161,125		(\$24,939)	\$136,186
FHWA PL Carryover FY 22-23	\$50,911	\$5,899	(\$19,640)	\$37,170
FHWA PL Carryover FY 21-22	\$0			\$0
FTA 5303	\$69,272			\$69,272
FTA 5303 Carryover FY 23-24	\$11,135		\$3,794	\$14,929
FTA 5303 Carryover FY 22-23	\$0			\$0
STIP Carryover	\$0			\$0
STIP Planning	\$107,000			\$107,000
SB-1 Sustainable Communities 24-25	\$168,750		\$4,050	\$172,800
SB-1 Sustainable Communities 23-24	\$166,980		(\$2,567)	\$164,413
SB-1 Sustainable Communities 22-23	\$161,921		\$1,419	\$163,340
REAP Housing 1.0	\$151,583	(\$151,583)	\$1,237	\$1,237
REAP 2.0	\$13,450	\$300	(\$9,614)	\$4,136
TDA Carryover	\$117,037	\$11,071	(\$42,129)	\$85,979
TDA Administration	\$125,000			\$125,000
TDA Planning	\$206,118	\$1		\$206,119
SB 125 Transit Funding Program	\$0	\$188,112		\$188,112
Member Assessment Fees	\$108,124	\$38	\$2,608	\$110,770
MCTA Carryover	\$0			\$0
MCTA	\$208,590	\$129,614	\$42,338	\$380,542
Other	\$0			\$0
<b>Total Revenues</b>	<b>\$2,632,995</b>	<b>\$183,452</b>	<b>(\$43,443)</b>	<b>\$2,773,004</b>
<i>Non-cash information</i>				
Toll Credits (PL)	\$0			\$0
Toll Credits (5303)	\$0			\$0
<b>Expenses</b>				
<b>Salaries &amp; Benefits</b>				
Salaries	\$844,489	\$1,803	\$6,000	\$852,292
Retirement 401(a)	\$122,093	\$271	\$900	\$123,264
FICA, Employer	\$52,358	\$111	\$372	\$52,841
Medicare	\$12,246	\$26	\$87	\$12,359
Worker's Compensation	\$3,716	(\$77)	(\$140)	\$3,499
Health	\$169,587	(\$5,879)	(\$31,159)	\$132,549
Unemployment Insurance	\$896			\$896
<b>Subtotal Salaries &amp; Benefits</b>	<b>\$1,205,385</b>	<b>(\$3,745)</b>	<b>(\$23,940)</b>	<b>\$1,177,700</b>
	<i>Direct</i>			\$675,189
	<i>Indirect</i>			\$502,511
<b>Indirect Costs</b>				
Admin Consulting Services	\$10,000	\$40,000		\$50,000
Advertising/Publications	\$2,000			\$2,000
Auto & Cell Allowance	\$4,200			\$4,200
Computer Software	\$9,000			\$9,000
Conference/Training/Education	\$8,000	\$1,000		\$9,000
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	\$26,000			\$26,000
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	\$45,000			\$45,000
Telephone/Internet/Website	\$11,000	\$4,000		\$15,000
Travel Expenses	\$7,000	\$3,000		\$10,000
Utilities	\$9,000	\$1,000		\$10,000
Valley Coordination	\$6,800			\$6,800
<b>Subtotal Indirect Costs</b>	<b>\$261,000</b>	<b>\$49,000</b>	<b>\$0</b>	<b>\$310,000</b>
<b>Other Direct Costs</b>				
Air Quality (Consultant)	\$9,000			\$9,000
Board Costs and Other Costs	\$37,550			\$37,550
Consultant (SB-1 Planning Grant)	\$542,977	(\$220)	\$497	\$543,254
Consultant (On-call Public Outreach)	\$20,000			\$20,000
Consultant (Regional Housing Program)	\$151,583	(\$151,583)		\$0
Consultant (Measure Renewal)	\$60,000	\$110,000		\$170,000
Consultant (Lobbying&Intergovernmental)	\$89,000			\$89,000
Consultant (Transit)	\$0	\$180,000	(\$20,000)	\$160,000
MCTA Tax Recovery Services	\$10,000			\$10,000
MCTA Conference(s)/Travel	\$8,000			\$8,000
MCTA Fin Asst/Audits/Annual Report	\$41,000			\$41,000
MCTA Project Development	\$6,000			\$6,000
MCTC TDA Audits	\$15,000	\$1,500		\$16,500
MCTC TDA Other Admin Costs	\$7,500	(\$1,500)		\$6,000
Other MCTA Costs	\$9,000			\$9,000
Public Participation Program	\$30,000			\$30,000
RTP EIR	\$50,000			\$50,000
RTP/SCS Development	\$0			\$0
Technical/Modeling On-Call Services	\$50,000			\$50,000
Traffic Model & GIS Support	\$11,000			\$11,000
Traffic Monitoring Program	\$15,000			\$15,000
Translation Services	\$4,000			\$4,000
Triennial Performance Audits	\$0			\$0
<b>Subtotal Other Direct Costs</b>	<b>\$1,166,610</b>	<b>\$138,197</b>	<b>(\$19,503)</b>	<b>\$1,285,304</b>
<b>Total Expenses</b>	<b>\$2,632,995</b>	<b>\$183,452</b>	<b>(\$43,443)</b>	<b>\$2,773,004</b>
	\$0	\$0	\$0	\$0



## **OVERALL WORK PROGRAM Fiscal Year 2024-2025**

**Adopted April 17, 2024  
Amendment No. 1 July 17, 2024  
Amendment No. 2 October 23, 2024**

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

## **Regional Transportation Planning**

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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

106 F-Sustainable Communities Strategy Development FY 23-24

106.1 F-Sustainable Communities Strategy Development FY 24-25

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

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## 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 (20-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 currently 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, include 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 result 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 project 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 Consultants 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. The presence on social media for the project increased, access for online communications and meetings was bolstered, and a project website was 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 took place during the 2023/24 fiscal year. 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 until the adoption of the 2026 RTP/SCS. 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/GHG reduction/CMAQ Performance

Staff began work on the 2026 RTP/SCS and Environmental Document in the fourth quarter of FY2023/24. Staff retained consultant assistance to prepare the environmental document. The PEIR development will happen concurrently with the RTP and SCS development concluding in the Summer of 2026. The SCS for the 2026 RTP will be aided by the SCS Development Project (WE 106-F). Staff will compose the elements of the RTP with assistance from the Modeling and Technical On-Call program if deemed necessary.

The California Transportation Commission (CTC) has authorized an update to the RTP Guidelines adopted in January of 2024. MCTC will develop the 2026 RTP/SCS in accordance with these new guidelines.

In light of the newly adopted RTP Guidelines, staff will focus on activities in support of the 2026 RTP development including:

- Assessment of current modes of transportation and the potential new travel options for the region
- Projection of future travel and goods movement needs
- Development of actions needed to address improved mobility and accessibility
- Documentation of needed policies for transportation expenditures to address future growth patterns

- Development of transportation improvements and investments consistent with the FTIP and STIP.
- Establishing the effectiveness of transportation strategies and investments to meet performance measures.
- Ensure consistency with the California Transportation Plan and other locally or regionally developed plans that address statewide and interregional transportation issues and
- Needs.
- Engage in a robust public outreach and education campaign to develop consensus, and facilitate meaningful participation and cooperation with public, community organizations, local, state and federal agencies, tribal governments, and elected officials.

Caltrans developed the California Freight Mobility Plan 2023 (CFMP) guidance to help MPOs freight planning and development process. MCTC staff will rely on the CFMP to guide short and long-range planning and decision making as applicable for Madera County's multimodal freight system in the RTP.

## Previous Work

- 2018 RTP/SCS
- PEIR for the 2018 RTP/SCS
- SCS SB 375 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 and 2022 RTP as necessary

## Product

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

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
101.1	Amendments to the 2022 RTP, as needed	X		Prepare amendments for the 2022 RTP/SCS as necessary	15%	July 2024 to June 2025
101.2	Collect data for the development of the 2026 RTP/SCS	X		Update planning tools with latest available data for transportation, housing, and demographics	15%	July 2024 to June 2025
101.3	2026 RTP/SCS - Environmental Document Development	X	X	Retain consultant to prepare PEIR for the 2026 RTP/SCS	35%	July 2024 to June 2025
101.4	2026 RTP/SCS Development	X	X	Develop 2026 RTP/SCS in accordance with 2024 RTP Guidelines: Public Outreach, Call for Projects, Existing and Future Conditions analysis	35%	July 2024 to June 2025
				Total	100%	

FTE: .50

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

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant (PEIR)	50,000
MCTA			
FHWA-PL FY 23-24	19,326		
FHWA-PL FY 24-25	24,939		
FTA-Section 5303			
STIP – PPM	5,735		
Other			
Subtotal	50,000	Subtotal	50,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	183,544
MCTA			
FHWA-PL FY 22-23	37,170		
FHWA-PL FY 24-25	125,321		
FTA-Section 5303			
STIP – PPM	21,053		
Other			
Subtotal	183,544		
<b>Total:</b>	<b>233,544</b>	<b>Total:</b>	<b>233,544</b>

## Work Element 102 Regional Housing Planning Program REAP 1.0

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### 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 6<sup>th</sup> 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.

This project was completed in FY 2023-24 and is placed here for reference only.

### Previous Work

1. Assisted HCD with the preparation of the 6<sup>th</sup> 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		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
102.1	Administer Regional Early Action Planning (REAP) 1.0 Funding	X		Administer REAP funding for MCTC and with local agency partners	95%	July 2024 to June 2025 (Ongoing)
102.2	Monitor Local Early Action Planning (LEAP) Funds and Provide Assistance	X		Monitor LEAP funding to local agencies and provide assistance on an as needed basis.	5%	July 2024 to June 2025 (Ongoing)

FTE: 0.00

**102 Regional Housing Planning Program REAP 1.0**

<b>REVENUE BY SOURCE</b>		<b>EXPENDITURES</b>	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Member Agency Allocations	0
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP 1.0	0		
Subtotal	0	Subtotal	0
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	1,237
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP 1.0	1,237		
Subtotal			
<b>Total:</b>	<b>1,237</b>	<b>Total:</b>	<b>1,237</b>



## Work Element 102.1 Regional Early Action Planning Grants of 2021 (REAP) 2.0

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### Objective

The purpose of the Regional Early Action Planning Grants of 2021 (REAP 2.0) is to support transformative planning and implementation activities that include, but are not limited to, accelerating infill and affordable development; supporting residents through realizing multimodal communities; shifting travel behavior through reducing driving; and increasing transit ridership, walking, and biking as primary modes of transportation. REAP 2.0 is specifically designed to provide Metropolitan Planning Organizations (MPOs) and other eligible applicants with tools and resources to help implement and advance plans, primarily including sustainable communities' strategies (SCS) as part of Regional Transportation Plans (RTP). REAP 2.0 seeks to accelerate progress towards State housing goals and climate commitments through a strengthened partnership between the State, its regions, and local entities to collectively accelerate infill development, housing, and VMT reductions in ways that advance equity.

### Discussion

Through a budget revision of the State's FY 21-22 budget (specifically AB 140), the California Department of Housing and Community Development (HCD) in collaboration with the Governor's Office of Planning and Research (OPR), the Strategic Growth Council (SGC), and the California Air Resources Board (CARB) established the REAP 2.0 program. REAP 2.0 allocates \$600 million from State and Federal investments, \$500 million from the Coronavirus Fiscal Recovery Fund of 2021, and \$100 million from the State General Fund, with 85% allocated directly to Metropolitan Planning Organizations (MPOs), such as MCTC. The program is set to advance the implementation of adopted regional plans by funding planning and implementation activities that accelerate infill housing and reductions in per capita Vehicle Miles Traveled (VMT).

REAP 2.0 builds on the success of 2019's REAP (REAP 1.0) program but expands the focus by integrating housing and climate goals, and allowing for broader planning and implementation investments, including infrastructure investments that support future housing development. REAP 2.0 is explicitly intended to meet multiple objectives, including infill development, housing for all incomes, VMT reduction, and Affirmatively Furthering Fair Housing (AFFH) in ways that lead to transformative policy outcomes and accelerate the implementation of regional and local plans to achieve these goals. REAP 2.0 provides funds to regional governments to accelerate housing production and facilitate compliance with the 6<sup>th</sup> cycle of the Housing Element, including the Regional Housing Needs Assessment (RHNA). In addition, REAP 2.0 is specifically designed to provide MPOs and other eligible entities with tools and resources to help implement and advance plans, primarily by furthering the Sustainable Communities' Strategies (SCS) adopted as part of Regional Transportation Plans (RTP) to pursue greenhouse gas

emission reduction targets through land use and transportation strategies.

### Eligible Applicants

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

The MCTC's maximum award is \$2,213,724.74, of which an initial allocation of 10% of funds are available for outreach to support program development and the full program funding application. REAP 2.0 program guidelines were released by HCD in July 2022. MCTC applied to HCD for advanced funding to develop an outreach and engagement strategy in support of development of the MCTC REAP 2.0 program and the full program application. MCTC requested 1.5% (\$33,112.70) of the 10% for Targeted Outreach and Engagement Strategy, and program development. Administration and Program Management is 5% of the amount. The remaining funds will be suballocated to eligible entities in the Madera region: County of Madera, City of Madera, City of Chowchilla based on population.

Suballocations must comply with REAP 2.0 Program requirements, goals, objectives, and threshold requirements, per the State's REAP 2.0 guidelines. REAP 2.0 goals include investing in housing, planning, and infill housing-supportive infrastructure across the entire State in a manner that reduces VMT, increases housing affordability, and advances equity.

### Previous Work

1. Worked with the Department of Housing and Community Development and the interagency collaborative partners on the development of the MCTC REAP 2.0 Program
2. Developed and conducted a targeted outreach and engagement strategy for REAP 2.0 Program
3. Developed MCTC REAP 2.0 Program
4. Applied for REAP 2.0 Funds

### Product

1. Assist local agencies with reviewing REAP 2.0 suballocated projects for eligibility and facilitate submission to Department of Housing and Community Development and the interagency collaborative partners.
2. Submission of any required REAP 2.0 reports.

## Tasks

1. Administer REAP 2.0 funds and programs.
2. Monitor REAP 2.0 funding in Madera County and assist member agencies, as needed.
3. Monitor work project expenditures and delivery.
4. Continue working with the Department of Housing and Community Development (HCD) and the interagency collaborative partners to develop and refine the measurable outcomes and metrics for reporting, based on the projects selected through the suballocation.

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
102.1.1	Administer Regional Early Action Planning (REAP) 2.0 Funding	X		Administer REAP 2.0 funding for MCTC and with local agency partners	5%	July 2024 to June 2025 (Ongoing)
102.1.2	Monitor Regional Early Action Planning (REAP) 2.0 Funds and provide assistance	X		Monitor REAP 2.0 funding to local agencies and provide assistance on an as needed basis. Facilitate local agency projects with HCD and State partners to verify project eligibility. Provide reports to State	85%	July 2024 to June 2025 (Ongoing)
102.1.3	Monitor Regional Early Action Planning (REAP) 2.0 work project expenditures and delivery	X		Verify project consistency and expenditures with approved application	5%	July 2024 to June 2025 (Ongoing)
102.1.4	Collaborate with HCD and the interagency collaborative partners	X		Continue working with State Partners to develop and refine the measurable outcomes and metrics for reporting, based on the projects selected through the suballocation	5%	July 2024 to June 2025 (Ongoing)
				Total	100%	

FTE: .01

**102.1 Regional Early Action Planning Grants of 2021 (REAP) 2.0**

<b>REVENUE BY SOURCE</b>		<b>EXPENDITURES</b>	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP 2.0			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	4,136
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP 2.0	4,136		
Subtotal			
<b>Total:</b>	<b>4,136</b>	<b>Total:</b>	<b>4,136</b>

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

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### 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) was awarded a Caltrans Sustainable Transportation Planning Grant 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 charettes, 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		MCTC	MADERA COUNTY STAFF/CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
104.01	Project Administration		X	Kickoff Meeting, project report submittal, invoice submittal	2%	Within first month following contract approval date
104.02	Consultant Procurement		X	Issue RFP, score proposals, select consultant	3%	February 2023 to April 2024
104.1	Existing Conditions		X	Documentation of existing conditions	10%	Three to 12 months from Notice to Proceed date
104.2	Analysis		X	Analysis of deficiencies and options for study area bicycle and pedestrian facility improvement design concepts	15%	Three to 12 months from Notice to Proceed date
104.3	Public Outreach		X	Develop and execute an outreach and engagement plan that includes identification of stakeholders, process, methods of involvement and desired outcomes	25%	Three to 18 months from Notice to Proceed date
104.4	Advisory Committee Meetings		X	Form Advisory Committee to help guide and inform the Oakhurst Area Mobility Plan development process	25%	Monthly throughout the project period
104.5	Draft and Final Plan		X	Prepare Draft and Final Plan	18%	14 to 22 months after Notice to

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2024-25

Item 8-8-A.

						Proceed date
104.6	Board of Supervisors Review and Approval		X	Present Plan to Board of Supervisors to take action on	2%	24 months after Notice to Proceed date
				Total	100%	

FTE: .02

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

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF	20,646	Consultant (Madera County)	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
MCTC Staff:		MCTC Staff:	
LTF	516	Direct Wages/Benefits:	4,502
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 22-23	3,986		
Subtotal	4,502		
<b>Total:</b>	<b>185,402</b>	<b>Total:</b>	<b>185,402</b>

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

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### Objective

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

Staff will develop, with assistance from a consultant, 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		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
105.01	Retain Consultant	X		Issue RFP, score proposals, select consultant	5%	March 2024 to May 2024
105.02	Develop Regional Forecast	X	X	Prepare Regional Growth Forecast	75%	May 2024 to July 2024
105.03	Review Regional Forecast Report	X	X	Review growth forecasts with local agencies	15%	July 2024 to August 2024
105.04	Finalize Regional Forecast Report	X	X	Adopt final Regional Growth Forecast for use in planning activities	5%	August 2024 to September 2024
				Total	100%	

FTE: .01

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2024-25

Item 8-8-A.

**105 F-Regional Growth Forecast FY 23-24**

<b>REVENUE BY SOURCE</b>		<b>EXPENDITURES</b>	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	7,456	Consultant	65,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 23-24	57,544		
Subtotal	65,000	Subtotal	65,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	288	Direct Wages/Benefits:	2,510
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 23-24	2,222		
Subtotal	2,510		
<b>Total:</b>	<b>67,510</b>	<b>Total:</b>	<b>67,510</b>

## Work Element 106 F- Sustainable Communities Strategy Development Fiscal Year 23-24

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### Objective

The Madera County Sustainable Communities Strategies Development Update project will comprehensively approach establishing a robust planning document with the goal of fulfilling the requirements of the SB 375 for Sustainable Communities Strategies (SCS) as a component of the Regional Transportation Plan (RTP) and adhere to the 2017 Regional Transportation Guidelines for consultation and coordination by all interested parties. This program contributes to Caltrans' mission and overarching objectives for SB 1 Formula Grant resources: sustainability, preservation, mobility, safety, innovation, economy, health, and social equity.

### Discussion

This project will further Madera County's RTP/SCS ability to reduce the State's GHG emissions, meet the GHG reduction targets established by the California Air Resources Board (CARB), and assist in achieving the Caltrans Mission and Grant Program Objectives outlined in Sustainable Transportation Planning Grant Program Grant Application Guidelines.

This project is anticipated to take several years to complete commencing in quarter four of FY 23/24 and completion in quarter three of FY 26/27. MCTC anticipates utilizing a portion of FY 23/24 SB 1 Formula Grant, FY 24/25, and all the FY 25/26 SB 1 Formula Grant funds to complete this project. MCTC will procure professional assistance to complete all the elements of this project. A full listing of all anticipated activities and their projected timeframe are included below in the Tasks section of this chapter.

#### Fiscal Year 23/24 Activities - WE 106.0

Staff will utilize MCTC's procurement policies and procedures to solicit proposals from qualified consultants and select a firm from request respondents. Staff will organize a kickoff meeting with Caltrans and the selected consultant to establish project administrative protocols and overall grant management. *This task will continue throughout the duration of the project into FY26/27.*

Staff will work with the consultant to develop a comprehensive Public Outreach Plan for the project. The Public Outreach Plan will establish goals for engagement throughout the Madera County region, consider the needs of underserved communities and sensitive populations, develop strategies to ensure equitable access for all to participate in the project development process, develop communication and feedback tools using an array of mediums, identify important stakeholders for engagement, and establish a schedule for engagement activities around important project milestones. *This task is expected to carry over into FY24/25.*

Fiscal Year 24/25 Activities - WE 106.1

Staff will work with the consultant to implement the Public Outreach Plan. *This activity is expected to carry over into FY25/26.*

Staff will work with the consultant to form a project oversight committee. This committee will assist in providing feedback and direction on the project activities proposed to achieve the goals of the region's SCS. The committee will be formed with geographic and social equity in mind to ensure that people from all areas and socio-economic conditions may participate. The group will receive information from MCTC and local agency staff or other relevant stakeholders to better inform their decision-making process. The committee will provide insights on potential SCS scenarios and consider information and feedback received during public outreach activities. A schedule for the frequency of this committee's meeting schedule will be made with selected member's inputs. *These activities are expected to carry over into FY 25/26.*

Staff will work with the consultant to establish SCS performance measures. A framework will be developed considering RTP/SCS goals related to system level, land-use, smart mobility framework, health equity and environmental justice and Title VI areas. Additional measures may be identified as necessary.

Staff will work with the consultant to identify GHG and VMT reduction strategies appropriate and achievable in the Madera County Region. Strategies will consider all travel modes and purposes and be applicable to various proposed scenarios for the SCS and able to advance the SCS GHG reduction goals in all communities. The task will consider CalEnviroScreen identified disadvantaged communities, especially environmentally burdened, racial minority, and low-income communities.

Staff will work with the consultant to establish an SCS Technical Methodology able to comply with CARB guidelines. Available data, SCS output measurables, and the methodology on their anticipated use and production will be documented and submitted for approval by CARB staff. *The SCS Technical Methodology development will begin in FY 24/25 and be completed in FY 25/26.*

Staff will work with the consultant to prepare and perform land-use modeling for distribution of regional growth forecast. MCTC does not own a land-use model and will rely on the consultant to utilize adequate land-use modeling software for this task. The modeling will correlate to proposed scenarios developed for consideration for the SCS. The land-use modeling outputs will be transferable to data inputs to be utilized in travel demand modeling activities of the SCS scenarios.

Staff will work with the consultant to prepare the travel demand model inputs for SCS scenario travel modeling activity. A review and edit of MCTC regional travel demand model's traffic analysis zones, the significant roadway network, socio-economic forecasts, land use model inputs, vehicle operation costs, interregional trip tables or other input parameters will take place, as necessary. This activity is expected to carry over into FY25/26.

### Fiscal Year 25/26 Activities - WE 106.2

Staff will direct the consultant to perform SCS scenario model runs for multiple scenarios and for multiple forecast years. Consultant will utilize MCTC's regional travel demand model for these modeling activities. The work done to prepare the model and run the model for SCS activities has overlaps with activities connecting the SCS to the RTP and Federal Air Quality Conformity Determination for the 2026 RTP/SCS and 2027 FTIP. As needed to prevent redundancy or inconsistencies, the consultant will assist in ensuring all necessary modeling activities are conducted in accordance with relevant requirements especially as they pertain to the overall selected preferred plan scenario.

Staff will direct the consultant to analyze performance measures of the SCS scenarios and effectiveness of GHG and VMT reduction strategies. These analysis reports will provide important information on the SCS scenario's ability to achieve the goals of the RTP/SCS and provide insights on the preferred SCS scenario for the region. A detailed report of Performance Measures and GHG and VMT reduction strategies will be developed for the SCS.

Staff will direct the consultant to prepare a Public Outreach Report chronicling those engaged, activities conducted, feedback received, and how feedback is reflected in the SCS.

Staff will direct the consultant to prepare all project elements into a draft SCS report to be incorporated as part of the 2026 RTP/SCS. The consultant will assist in providing responses to comments received during the mandated 55-day public review period and prepare a finalized version of the SCS for adoption by the MCTC Policy Board. *These activities are expected to carry over into FY 26/27.*

Staff will work with the consultant to prepare an SCS submittal package to CARB. The package will contain all available information as requested by CARB staff for their review of the SCS. *This activity is expected to carry over into FY 26/27.*

### Previous Work

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

## Product (Deliverable Year)

### Fiscal Year 24/25

- 2026 SCS Public Outreach Plan (FY24-25)

### Fiscal Year 25/26

- 2026 SCS Public Outreach Report (FY25-26)
- SCS Technical Methodology (FY25-26)
- 2026 SCS Performance Measures Analysis (FY25-26)
- 2026 SCS GHG and VMT Reduction Analysis (FY25-26)
- 2026 SCS Forecasting and Travel Model Scenario Activities (FY25-26)

### Fiscal Year 26/27

- SCS for 2026 RTP/SCS (FY26-27)
- SCS Submittal Package (FY26-27)

## Tasks

TASK	MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION	
106.0.01	Retain Consultant	X		Issue RFP, score proposals, select consultant	2%	May 2024 – July 2024
106.0.02	Project Management	X		Bi-weekly meetings with plan development team, establish project oversight and stakeholder list, quarterly reports to Caltrans, monthly or quarterly invoices to Caltrans	2%	May 2024 – August 2026
106.0.03	Develop Public Outreach Plan	X	X	Develop Plan for general stakeholder and public engagement with target populations, including disadvantaged communities and Environmental Justice communities, government to government outreach with state, local and tribal governments	8%	July 2024 – September 2024
106.0.04	Establish SCS Oversight Committee		X	Select individuals to serve on SCS Oversight Committee, meet regularly with committee to report overall SCS development progress and receive feedback	5%	September 2024 – May 2026

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2024-25

Item 8-8-A.

106.0.05	Conduct Outreach Activities	X	X	Conduct a variety of in-person and online outreach in accordance with MCTC Public Participation Plan, CTC RTP Guidelines and SB 375	25%	September 2024 – May 2026
106.0.06	Establish SCS Performance Measures	X	X	Develop performance measure framework by RTP Goals for System Level, Smart Mobility Framework, Health Equity and Environmental Justice and Title VI Areas	20%	December 2024 – December 2025
106.0.07	Identify GHG and VMT reduction strategies	X	X	Identify applicable strategies able to advance the SCS GHG reduction goals in all communities, specifically in Cal Enviro screen identified disadvantaged communities, especially racial minority and low-income communities	20%	October 2024 – June 2025
106.0.08	Establish SCS Technical Methodology		X	Document the technical methodology upon which the SCS results are calculated	10%	September 2024 – December 2025
106.0.09	Prepare and Perform Land Use Modeling		X	Refine land-use model for distribution of regional growth forecast, perform land-use model runs	3%	September 2024 – June 2025
106.0.10	Prepare travel demand model for SCS scenario travel modeling activity		X	Review and edit traffic analysis zone, significant roadway network, socio-economic forecasts, land use model inputs, vehicle operation costs, or other input parameters	5%	September 2024 – June 2025

FTE: .01



**106.0 F-Sustainable Communities Strategy Development FY 23-24**

<b>REVENUE BY SOURCE</b>		<b>EXPENDITURES</b>	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	13,100	Consultant	114,206
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 23-24	101,106		
Subtotal	114,206	Subtotal	114,206
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	459	Direct Wages/Benefits:	4,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 23-24	3,541		
Subtotal	4,000		
<b>Total:</b>	<b>118,206</b>	<b>Total:</b>	<b>118,206</b>

## Work Element 106.1 F-Sustainable Communities Strategy Development Update Fiscal Year 24-25

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### Objective

The Madera County Sustainable Communities Strategies Development Update project will comprehensively approach establishing a robust planning document with the goal of fulfilling the requirements of the SB 375 for Sustainable Communities Strategies (SCS) as a component of the Regional Transportation Plan (RTP) and adhere to the 2017 Regional Transportation Guidelines for consultation and coordination by all interested parties. This program contributes to Caltrans' mission and overarching objectives for SB 1 Formula Grant resources: sustainability, preservation, mobility, safety, innovation, economy, health, and social equity.

### Discussion

This project will further Madera County's RTP/SCS ability to reduce the State's GHG emissions, meet the GHG reduction targets established by the California Air Resources Board (CARB), and assist in achieving the Caltrans Mission and Grant Program Objectives outlined in Sustainable Transportation Planning Grant Program Grant Application Guidelines.

This project is anticipated to take several years to complete commencing in quarter four of FY 23/24 and completion in quarter three of FY 26/27. MCTC anticipates utilizing a portion of FY 23/24 SB 1 Formula Grant, FY 24/25, and all the FY 25/26 SB 1 Formula Grant funds to complete this project. MCTC will procure professional assistance to complete all the elements of this project. A full listing of all anticipated activities and their projected timeframe are included below in the Tasks section of this chapter.

#### Fiscal Year 23/24 Activities - WE 106.0

Staff will utilize MCTC's procurement policies and procedures to solicit proposals from qualified consultants and select a firm from request respondents. Staff will organize a kickoff meeting with Caltrans and the selected consultant to establish project administrative protocols and overall grant management. *This task will continue throughout the duration of the project in to FY26/27.*

Staff will work with the consultant to develop a comprehensive Public Outreach Plan for the project. The Public Outreach Plan will establish goals for engagement throughout the Madera County region, consider the needs of underserved communities and sensitive populations, develop strategies to ensure equitable access for all to participate in the project development process, develop communication and feedback tools using an array of mediums, identify important stakeholders for engagement, and establish a schedule for engagement activities around important project milestones. *This task is expected to carry over into FY24/25.*

Fiscal Year 24/25 Activities - WE 106.1

Staff will work with the consultant to implement the Public Outreach Plan. *This activity is expected to carry over into FY25/26.*

Staff will work with the consultant to form a project oversight committee. This committee will assist in providing feedback and direction on the project activities proposed to achieve the goals of the region's SCS. The committee will be formed with geographic and social equity in mind to ensure that people from all areas and socio-economic conditions may participate. The group will receive information from MCTC and local agency staff or other relevant stakeholders to better inform their decision-making process. The committee will provide insights on potential SCS scenarios and consider information and feedback received during public outreach activities. A schedule for the frequency of this committee's meeting schedule will be made with selected member's inputs. *These activities are expected to carry over into FY 25/26.*

Staff will work with the consultant to establish SCS performance measures. A framework will be developed considering RTP/SCS goals related to system level, land-use, smart mobility framework, health equity and environmental justice and Title VI areas. Additional measures may be identified as necessary.

Staff will work with the consultant to identify GHG and VMT reduction strategies appropriate and achievable in the Madera County Region. Strategies will consider all travel modes and purposes and be applicable to various proposed scenarios for the SCS and able to advance the SCS GHG reduction goals in all communities. The task will consider CalEnviroScreen identified disadvantaged communities, especially environmentally burdened, racial minority, and low-income communities.

Staff will work with the consultant to establish an SCS Technical Methodology able to comply with CARB guidelines. Available data, SCS output measurables, and the methodology on their anticipated use and production will be documented and submitted for approval by CARB staff. *The SCS Technical Methodology development will begin in FY 24/25 and be completed in FY 25/26.*

Staff will work with the consultant to prepare and perform land-use modeling for distribution of regional growth forecast. MCTC does not own a land-use model and will rely on the consultant to utilize adequate land-use modeling software for this task. The modeling will correlate to proposed scenarios developed for consideration for the SCS. The land-use modeling outputs will be transferable to data inputs to be utilized in travel demand modeling activities of the SCS scenarios.

Staff will work with the consultant to prepare the travel demand model inputs for SCS scenario travel modeling activity. A review and edit of MCTC regional travel demand model's traffic analysis zones, the significant roadway network, socio-economic forecasts, land use model inputs, vehicle operation costs, interregional trip tables or other input parameters will take place, as necessary. This activity is expected to carry over in to FY25/26.

### Fiscal Year 25/26 Activities - WE 106.2

Staff will direct the consultant to perform SCS scenario model runs for multiple scenarios and for multiple forecast years. Consultant will utilize MCTC's regional travel demand model for these modeling activities. The work done to prepare the model and run the model for SCS activities has overlaps with activities connecting the SCS to the RTP and Federal Air Quality Conformity Determination for the 2026 RTP/SCS and 2027 FTIP. As needed to prevent redundancy or inconsistencies, the consultant will assist in ensuring all necessary modeling activities are conducted in accordance with relevant requirements especially as they pertain to the overall selected preferred plan scenario.

Staff will direct the consultant to analyze performance measures of the SCS scenarios and effectiveness of GHG and VMT reduction strategies. These analysis reports will provide important information on the SCS scenario's ability to achieve the goals of the RTP/SCS and provide insights on the preferred SCS scenario for the region. A detailed report of Performance Measures and GHG and VMT reduction strategies will be developed for the SCS.

Staff will direct the consultant to prepare a Public Outreach Report chronicling those engaged, activities conducted, feedback received, and how feedback is reflected in the SCS.

Staff will direct the consultant to prepare all project elements into a draft SCS report to be incorporated as part of the 2026 RTP/SCS. The consultant will assist in providing responses to comments received during the mandated 55-day public review period and prepare a finalized version of the SCS for adoption by the MCTC Policy Board. *These activities are expected to carry over into FY 26/27.*

Staff will work with the consultant to prepare an SCS submittal package to CARB. The package will contain all available information as requested by CARB staff for their review of the SCS. *This activity is expected to carry over into FY 26/27.*

### Previous Work

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

## Product (Deliverable Year)

### Fiscal Year 24/25

- 2026 SCS Public Outreach Plan (FY24-25)

### Fiscal Year 25/26

- 2026 SCS Public Outreach Report (FY25-26)
- SCS Technical Methodology (FY25-26)
- 2026 SCS Performance Measures Analysis (FY25-26)
- 2026 SCS GHG and VMT Reduction Analysis (FY25-26)
- 2026 SCS Forecasting and Travel Model Scenario Activities (FY25-26)

### Fiscal Year 26/27

- SCS for 2026 RTP/SCS (FY26-27)
- SCS Submittal Package (FY26-27)

## Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
106.1.01	Project Management	X		Bi-weekly meetings with plan development team, establish project oversight and stakeholder list, quarterly reports to Caltrans, monthly or quarterly invoices to Caltrans	2%	June 2024 – August 2026
106.1.02	Project Management		X	Select individuals to serve on SCS Oversight Committee, meet regularly with committee to report overall SCS development progress and receive feedback	4%	September 2024 – May 2026
106.1.03	Conduct Outreach Activities	X	X	Conduct a variety of in-person and online outreach in accordance with MCTC Public Participation Plan, CTC RTP Guidelines and SB 375 engagement mandates	20%	September 2024 – May 2026
106.1.04	Prepare Public Participation Report		X	Document all communication, outreach and engagement activities in detail	5%	April 2026 – May 2026

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2024-25

Item 8-8-A.

106.1.05	Develop Performance Measure Analysis		X	Report on performance of SCS scenarios against performance measures	5%	June 2025 – January 2026
106.1.06	Analyze GHG and VMT reduction strategies		X	Develop Report on effectiveness by strategy if implemented	12%	January 2025 – January 2026
106.1.07	Establish SCS Technical Methodology		X	Document the technical methodology upon which the SCS results are calculated	10%	September 2024 – December 2025
106.1.08	Perform SCS Scenario Model Runs		X	Prepare SCS scenario modeling runs for multiple scenarios	12%	July 2025 – January 2026
106.1.09	Provide Modeling Support for Linked SCS Planning Activities	X	X	Support and prepare modeling runs for multiple scenarios for the RTP and 2027 Conformity Analysis	5%	July 2025 – January 2026
106.1.10	Finalize SCS Report	X	X	Document all aspects of the SCS development into a comprehensive report, present SCS with MCTC staff to MCTC Board or other stakeholders	5%	January 2026 – May 2026
106.1.11	Finalize SCS Submittal to ARB	X	X	Compile necessary SCS outputs, documentation and reports to submit to ARB	20%	May 2026 – December 2026

FTE: .04

**106.1 F-Sustainable Communities Strategy Development FY 24-25**

<b>REVENUE BY SOURCE</b>		<b>EXPENDITURES</b>	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	21,110	Consultant	184,048
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 24-25	162,938		
Subtotal	184,048	Subtotal	184,048
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	1,278	Direct Wages/Benefits:	11,140
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 24-25	9,862		
Subtotal	11,140		
<b>Total:</b>	<b>195,188</b>	<b>Total:</b>	<b>195,188</b>

## Public Transportation Planning

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201 Transit

202 Rail



## Work Element 201 Transit

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### Objective

To maintain a continuing public transportation planning process pursuant to requirements of the Alquist-Ingalls Act (AB 402, 1977); the Social Service Improvement Act (AB 120, 1979); the Mello Act (SB 157, 1985); the Social Service Transportation Act (SB 498, 1987), and the Specialized Transportation Services: unmet transit needs Act (SB 826, 1988 and SB 807, 1989). To incorporate CAPTI objectives, such as enhancing transportation system resiliency, advancing transportation equity, improving transit, rail, and shared mobility options, and expanding access to safe and convenient active transportation options.

### Discussion

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

MCTC staff has implemented the requirements pertaining to coordination and the need for developing a locally developed coordinated public-transit human services transportation plan. Coordinating between different operators aims to enhance the resiliency of the transportation system throughout the various diverse systems. MCTC staff completed the update on the previous coordinated plan and adopted the current Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) on October 19, 2022. As part of the Coordinated Plan development process, MCTC formed the Coordinated Plan Oversight Committee to review and update coordinated strategies. The committee consisted of the Social Service Transportation Advisory Council (SSTAC), human service agencies, local transit providers, and community members. Diverse sources of input were sought in order to advance transportation equity.

MCTC staff partners with the County of Madera, City of Madera, City of Chowchilla, the State of California, and Tribal Governments in the State's effort to promote public participation in transportation planning to address common goals of promoting mobility, equity, access, safety, and sustainable communities in our area. MCTC staff will continue to collaborate with Caltrans on future transit-related projects, including the Caltrans District 6 Transit Plan.

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

and capital projections based on present and future performance of the existing systems over the next five years.

MCTC staff meets on a quarterly basis to coordinate with all transit agencies in the Madera County region, including the City of Madera, County of Madera, and the City of Chowchilla on local and regional transit issues.

MCTC staff also works closely with the City of Madera Transit Advisory Board (TAB) and monitors transit issues in the City of Madera. The TAB is composed of appointed members of the public from each city council district.

MCTC staff will post information related to public transportation on MCTC's website and social media pages.

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

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

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

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

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

## Previous Work

1. Transit Plans.
2. 2018 Regional Transportation Plan – Public Transportation Element.
3. Social Services Transportation Inventory and Action Plan.
4. City of Madera Fixed Route Feasibility Study.

5. Short Range Transit Plan – 2022/23 – 2026/27.
6. Coordinated with member agencies regarding Transit Asset Management (TAM) Plans.
7. Public Transportation Safety Plan Targets (PTASP) coordination.
8. Updated Transit MOUs – March 2020

## Product

1. Transit services database for Madera County to include GIS maps of service areas.
2. Documentation of tribal government-to-government relations.
3. Update transit operator agreements.
4. Agendas for regular meetings.
5. Memorandums and research reports.

## Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
201.1	Transit Service Inventory	x		GIS layers, GIS maps, written documentation, spreadsheets	20%	July 2024 to June 2025 (Ongoing)
201.2	Monitor information for RTP Update	x		GIS layers, GIS Maps, written documentation, spreadsheets	25%	July 2024 to June 2025 (Ongoing)
201.3	Review and update transit operator agreements	x		Revised and updated transit operator agreements	5%	July 2024 to June 2025 (As Needed)
201.4	Consult, coordinate, and collaborate with tribal governments and farmworker transportation groups	x		Workshops, attendance at meetings, participation in community events, verbal and written communication	10%	July 2024 to June 2025 (Quarterly)
201.5	Consult, coordinate, and collaborate with Environmental Justice communities and Disadvantaged Communities	x		Workshops, attendance at meetings, participation in community events, verbal and written communication	10%	July 2024 to June 2025 (Quarterly)
201.6	Participate on City of Madera's Transit Advisory Board. Review and provide guidance on the agency's planning documents, agreements, and activities	x		Attendance at quarterly meetings verbal and written communication, agendas	10%	July 2024 to June 2025 (Quarterly)
201.7	Coordinate with transit agencies to update safety performance targets in their Public Transportation	x		Attendance at meetings, verbal and written communication, updated performance targets	10%	July 2024 to June 2025 (As Needed)

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2024-25

Item 8-8-A.

	Agency Safety Plans					
201.8	Coordinate and consult with local transit agencies and operators, (including rail and vanpool) regarding transit policy, funding, and new technologies	x		Attendance at meetings, verbal and written communication, agendas, reports, and memos	10%	July 2024 to June 2025 (Monthly)
				Total	100%	

FTE: .26

**201 Transit**

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	10,909	Direct Wages/Benefits plus Indirect:	95,110
MCTA			
FHWA-PL			
FTA-Section 5303 FY 23-24	14,929		
FTA-Section 5303 FY 24-25	69,272		
STIP – PPM			
Other			
Subtotal	95,110		
<b>Total:</b>	<b>95,110</b>	<b>Total:</b>	<b>95,110</b>

## Work Element 202 Rail

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### 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 (SJJPA) 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 SJJPA Board by an MCTC Commissioner backed by an additional MCTC Commissioner as an Alternate.

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

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

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

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. SJJPA 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.

On October 15, 2023, California Transportation Commission released the Draft 2024 Interregional Transportation Improvement Program (ITIP). In the Draft ITIP, \$80 million was identified for the Madera High Speed Rail Station. CTC is expected to take final action on the 2024 State Transportation Improvement Program in March of 2024.

On November 29, 2023, the MCTC board took action to approve the allocation of \$12.86 million from the region's SB 125 funding allotment. This funding builds upon and supports the 2018 TIRCP grant funding already in place to support the Madera Station project. This action followed action by the SJJPA Board to approve staff to request a minimum of \$8 million from MCTC through the SB 125 funding program on November 17, 2023.

## 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		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
202.1	Review planning issues related to rail	X		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	20%	July 2024 to June 2025
202.2	Provide staff analysis of available funding resources for rail planning projects	X		Analyze and share information for new and existing resources able to support the regions multi-modal systems	15%	July 2024 to June 2025
202.3	Participate in meetings/workshops related to rail	X		Participate in reoccurring meetings and workshops hosted by local, regional, State, and Federal partners related to multi-modal transportation	20%	July 2024 to June 2025
202.4	Participate in San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee	X		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.	25%	July 2024 to June 2025
202.5	Participate in the Madera Station Relocation Transit Area Specific Plan Project	X		Support Madera County staff in partnership with the City of Madera, Caltrans, CHSRA, and CalSTA in the development of the Plan	20%	July 2024 to June 2025
				Total	100%	

FTE: .09



Madera County Transportation Commission  
Overall Work Program Fiscal Year 2024-25

Item 8-8-A.

**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	33,983	Direct Wages/Benefits plus Indirect:	33,983
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	33,983		
<b>Total:</b>	<b>33,983</b>	<b>Total:</b>	<b>33,983</b>

## Active Transportation Planning

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### 301 Active Transportation and Complete Streets Planning

## Work Element 301 Active Transportation and Complete Streets Planning – CS

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### 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 2022 RTP.
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.
9. Continued to meet with local agencies to discuss active transportation projects
10. Notified local agencies about active transportation and related meetings and workshops.

## 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.
5. Review existing MCTC Active Transportation Plan and Complete Streets Policy and update as necessary.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
301.1	Review Planning issues related to bicycle and pedestrian facilities	X		Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems, including complete streets	25%	July 2024 to June 2025 (As Needed)
301.2	Provide staff analysis of available funding resources for non-motorized planning projects	X		Analyze and share information for new and existing resources able to support the regions multi-modal systems, including complete streets	20%	July 2024 to June 2025 (Ongoing)
301.3	Participate in meetings/workshops related to complete streets, bicycle, and pedestrian facilities	X		Participate in meetings and workshops hosted by Federal, State, and Local partners related to multi-modal transportation, including complete streets.	20%	July 2024 to June 2025 (Estimated number of meetings could be twice monthly)
301.4	Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments	X		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	35%	July 2024 to June 2025 (Ongoing)
				Total	100%	

FTE: .25

**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	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	90,635
MCTA			
FHWA-PL	60,089		
Complete Streets-PL	20,150		
FTA-Section 5303			
STIP – PPM (Match)	10,396		
Other			
Subtotal	90,635		
<b>Total:</b>	<b>90,635</b>	<b>Total:</b>	<b>90,635</b>

# Highways, Corridors, and Routes of Regional Significance

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401 Highways, Corridors, and Routes of Regional Significance

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

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### 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, State Route 145, State Route 233, 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 the 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 street 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 Comprehensive 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. The contract execution commenced in 2023. MCTC staff have thus far participated with other State and regional stakeholders in initial project meetings and shared-lane workshops. 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/mesoscopic 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.
- Participate in specific CMCP related workshops held by State partners and their selected CMCP project consultant team.

## 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.

Caltrans is working with the California Energy Commission (CEC) to implement the federal NEVI program. In September, FHWA approved the state's 2023 NEVI Deployment Plan. On October 10, 2023 FHWA approved California's Round 7 nominations for additional Alternative Fuel Corridors to support EV charging through NEVI and other programs. The corridors approved in Round 7 add to the corridors approved in Rounds 1-6 and are

already part of the NEVI program. Each of these corridors will have a minimum of four fast chargers (150 kW+) at sites every 50 miles and within one mile of the corridor.

IN Madera County SR 41, 99, and 152 are included as Alternative Fuel Corridors. MCTC will work with state and local partners to identify potential projects in the Madera County region for consideration in the round 2 NEVI program solicitation.

### California Freight Mobility Plan 2023

Caltrans developed the California Freight Mobility Plan 2023 (CFMP) guidance to help MPOs freight planning and development process. MCTC staff will rely on the CFMP to guide short and long-range planning and decision making as applicable for Madera County's multimodal freight system in the RTP.

### 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 in the 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. Continue to participate in the development of the San Joaquin Valley Inland Port Feasibility Study
4. Participate in the development of the SR 99 Multimodal Corridor Plan.

## Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
401.1	Review local agency circulation elements including goals, policies, and objectives	X		Provide feedback and comments as necessary	10%	July 2024 to June 2025 (Biannually, or as needed)
401.2	Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies System as needed	X		Provide feedback and comments as necessary	20%	July 2024 to June 2025 (Quarterly, or as needed)
401.3	Participate where applicable with the Trade Port California project development	X		Assist with stakeholder engagement for the project and provide feedback and comments on the continued development of the project	20%	July 2024 to June 2025 (Ongoing)
401.4	Participate and provide technical support for the SR 99 Multimodal Corridor Plan	X		Participate in plan kickoff meeting, provide feedback and comments on the development of the plan, and assist with public engagement for the plan	35%	July 2024 to June 2025 (Ongoing)
				Total	100%	

FTE: .11

**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	4,695	Direct Wages/Benefits plus Indirect:	40,930
MCTA			
FHWA-PL FY 24-25	36,235		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	40,930		
<b>Total:</b>	<b>40,930</b>	<b>Total:</b>	<b>40,930</b>

## **Programming and Financial Management**

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501 Transportation Program Development

502 Project Coordination and Financial Programming



## Work Element 501 Transportation Program Development

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### 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 began 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 in 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 conduct 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: 2023.
11. Conducted a CMAQ Call for Projects in FY 2023-2024.
12. 2023 FTIP and Air Quality Conformity Analysis adopted in August 2022 and amended in March 2023.

## 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. Local Obligation Plans for CMAQ per AB 1012 requirements.
8. Federal Annual Listing of Obligated Projects.
9. CMAQ Annual Obligation report.
10. Additional STIP revisions.

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2024-25

Item 8-8-A.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
501.1	Review California Transportation Commission Fund Estimates and policies	X		Review State funding estimates and policy guidelines and updates	2%	July 2024 to June 2025 (As Needed)
501.2	Review Caltrans IIP and solicit local agency input	X		Review State transportation planning and coordinate with local agencies	3%	July 2024 to June 2025 (As needed/required through entire Fiscal Year, as requested by State and local agencies)
501.3	Finalize preparation of 2025 FTIP and Air Quality Conformity Documents and amend 2023 FTIP	X		Complete 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	70%	July 2024 to June 2025 (As needed/required through entire Fiscal Year, as requested by State and local agencies)
501.4	Coordination of FTIP and RTP	X		Ongoing coordination of the 2023 FTIP and 2022 RTP	10%	July 2024 to June 2025 (As needed/required through entire Fiscal Year)
501.5	Prepare, submit, and upload various CMAQ Reports	X		Prepare annual reports for the CMAQ Program and input to Federal database	8%	July 2024 to June 2025 (4th Quarter 2024)
501.6	Prepare and submit AB 1012 Report	X		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	2%	July 2024 to June 2025 (1 <sup>st</sup> Quarter 2025)
501.7	Participate in Statewide CFPG and Program CTIPS	X		Participate in the California Federal Programmers Group and	3%	July 2024 to June 2025 (Throughout)

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2024-25

Item 8-8-A.

				program the FTIP utilizing the Caltrans CTIPS database		entire fiscal year)
501.8	Prepare Annual Listing of Federal Projects	X		Prepare and post the Annual Listing of Federal Projects that obligated funds during the prior Federal fiscal year	2%	July 2024 to June 2025 4 <sup>th</sup> Quarter 2024
				Total	100%	

FTE: .45

**501 Transportation Program Development**

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	20,034	Direct Wages/Benefits plus Indirect:	174,667
MCTA			
FHWA-PL	154,633		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	174,667		
<b>Total:</b>	<b>174,667</b>	<b>Total:</b>	<b>174,667</b>

## Work Element 502 Project Coordination and Financial Programming

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### 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 having 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		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
502.1	Federal/State Project Programming and Delivery Requirements	X		Review and maintain Federal/State programming and delivery requirements	20%	July 2024 to June 2025 (Ongoing)
502.2	Work with Local Agencies on Federal/State Project Programming and Delivery Requirements	X		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	30%	July 2024 to June 2025 (Through entire fiscal year)
502.3	Prioritize Projects in FTIP and RTP	X		Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis	45%	July 2024 to June 2025 (Ongoing)
502.4	Evaluate State Funding Programs for Applicability and Implementation	X		Evaluate Strategic Growth Council's Affordable Housing and Sustainable Communities Program and other State funding programs for applicability and implementation in Madera County	5%	July 2024 to June 2025 (Ongoing)
				Total	100%	

FTE: .13

**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:	35,191
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM	35,191		
Other			
Subtotal	35,191		
<b>Total:</b>	<b>35,191</b>	<b>Total:</b>	<b>35,191</b>



## **Data Services, Forecasting, and Modeling**

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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

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### 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 street 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 with 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 assist 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.

The eight MPOs in the San Joaquin Valley collaborated on a data collection project in fiscal year 2021/2022 and 2022/2023. The Central California Travel Survey collected 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 data and a final report with detailed travel characteristics summarized for each county was finalized in 2023.

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. SB 743 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		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE/ REQUENCY COMPLETION
601.01	Additional Model Runs for Significant Amendments of the RTP and FTIP	X		When needed, Run model for significant amendments of the RTP and FTIP	5%	July 2024 to June 2025
601.02	Additional Local Agency and Partner Modeling and Technical Support	X		Assist local agencies with modeling assistance where needed. Provide model data as requested to State and Federal partners	5%	July 2024 to June 2025
601.03	Incorporate new available transportation, housing, and demographic data into modelling tools	X	X	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	15%	July 2024 to June 2025
601.04	Perform modeling in support of 2026 RTP/SCS development	X	X	Set up and run modeling scenarios for multiple years in support of the transportation projects and investments developed for the 2026 RTP/SCS	75%	July 2024 to June 2025
				Total	100%	

FTE: .19

**601 Travel Demand Model Management**

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	6,045	On-call Consultant(s)	50,000
MCTA		Traffic Model Support	2,700
FHWA-PL FY 23-24	46,655		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	52,700	Subtotal	52,700
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	8,270	Direct Wages/Benefits plus Indirect:	72,100
MCTA			
FHWA-PL FY 24-25	63,830		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	72,100		
<b>Total:</b>	<b>124,800</b>	<b>Total:</b>	<b>124,800</b>

## Work Element 602 Air Quality Modeling

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### Objective

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

### Discussion

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

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

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

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

The EMFAC model developed by CARB plays an important role in analyzing impacts to air quality caused by travel behavior in the Madera Region. The model creates an inventory of various vehicle types operating throughout the State by specific region. This inventory includes low-emission and zero-emission vehicles (ZEV). The EMFAC model projects the expected market integration ZEV in the Madera Region for MCTC State and Federal air quality analysis. MCTC has demonstrated its transportation planning related air quality impacts conform to the Ozone, PM 2.5, and PM 10 standards. The MCTC Policy board acknowledged these findings and directed MCTC staff to forward the results of the analysis to appropriate State and Federal authorities who concurred with the findings. 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 states 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 run 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 SB 375 and Federal air quality conformity will utilize EMFAC21.

Staff will finalize the conformity determination for the 2025 FTIP in the first quarter of FY 24-25. The Federal transportation conformity regulations specify criteria and procedures for conformity determinations for transportation plans, programs, and projects and their



respective amendments. Federal transportation conformity regulation stipulates the TIP and RTP must pass an emissions budget test using a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test; the latest planning assumptions and emission models specified for use in conformity determinations must be employed; the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and interagency and public consultation.

A regional emissions analysis will be prepared for the years 2024, 2025, 2026, 2029, 2031, 2037 and 2046 for each applicable pollutant. All analyses are conducted using the latest planning assumptions and emissions models. As required for the regional emissions analysis, MCTC staff will present results for conformity tests, satisfying the requirement of transportation conformity regulation. The U.S. EPA has designated Madera County as non-attainment and/or attainment/maintenance for the national ambient air quality standards tested in the conformity determination. These tests include:

- 2008 and 2015 Ozone Standard
- PM-10 Standard
- 1997 24-Hour PM2.5 Standard
- 1997 Annual PM2.5 Standard
- 2006 PM2.5 Winter 24-Hour Standard
- 2012 Annual PM2.5 Standard (Moderate)

### Previous Work

1. Federal Air Quality Conformity Analysis Corresponding to the 2022 RTP/SCS and EIR and 2023 FTIP
2. 2022 RTP/SCS and EIR Emissions Analysis as required for SB 375
3. 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
4. Final Conformity Determination for the 2025 FTIP

### Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
602.01	Multi-Agency Coordination for Air Quality Planning Activities	X		When needed, Run model for significant amendments of the RTP	10%	July 2024 to June 2025

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2024-25

Item 8-8-A.

				and FTIP		
602.02	Assist Local Agencies and State and Federal Partners with Air Quality Analysis Technical Support	X		Assist local agencies with modeling assistance where needed. Provide model data as requested to State and Federal partners	40%	July 2024 to June 2025
602.03	Prepare Air Quality Conformity Determination for new SIP standards or Significant Amendments to the RTP and FTIP	X		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	50%	July 2024 to September 2025
				Total	100%	

FTE: .22

**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 FY 23-24	7,968		
FTA-Section 5303			
STIP – PPM (Match)	1,032		
Other			
Subtotal	9,000	Subtotal	9,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	82,072
MCTA			
FHWA-PL FY 24-25	72,658		
FTA-Section 5303			
STIP – PPM (Match)	9,414		
Other			
Subtotal	82,072		
<b>Total:</b>	<b>91,072</b>	<b>Total:</b>	<b>91,072</b>

## Work Element 603 GIS and Mapping Resources

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### Objective

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

### Discussion

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

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

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

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

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

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

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

MCTC updates the regionally significant roadway network in GIS 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. This geospatial data 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.

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 geographic Traffic Analysis Zones (TAZ) for 2042 in support of the 2018 RTP/FTIP.
2. Developed basic inventory of regionally significant roads.
3. Established database structure for roads inventory.
4. Provided GIS training for employees.
5. Developed GIS database for Madera County housing units by TAZ based upon the 2010 Census demographics at the block level.
6. Downloaded layer and database of disadvantaged communities for use in funding applications.
7. Updated MCTC's online GIS map viewing portal.
8. 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.
9. Developed GIS layers of transit routes and stops.
10. Developed VMT Screening online webmap.
11. Developed traffic monitoring GIS database.

## Product

1. 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.

2. Maintenance of demographic database for Madera County with projections by TAZ as needed to support air quality analysis requirements for amendments to the 2026 RTP and 2023 FTIP.
3. Continuous coordination with local agencies, neighboring counties, and Caltrans.
4. Continuous GIS training for MCTC staff.

## Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
603.1	Coordinate and consult with local GIS users	x		Attend monthly GIS user group meetings	5%	July 2024, to June 2025 (Monthly)
603.2	Stay up to date with current GIS technology, advancements, and best practices	x		Attend GIS training and workshops	5%	July 2024 to June 2025 (Quarterly)
603.3	Provide GIS support to regional efforts and major agency planning documents (RTIP, FTIP, RTP)	x		GIS layers, geoprocessing, maps (including web maps), geospatial analysis	55%	July 2024 to June 2025 (Ongoing)
603.4	Update and maintain bridge information in GIS	x		GIS layers, maps (including web maps)	5%	July 2024 to June 2025 (As Needed)
603.5	Provide GIS support to agency alternative mode planning (bicycle, pedestrian, and transit)	x		GIS layers, geoprocessing, maps (including web maps), geospatial analysis	15%	July 2024 to June 2025 (Ongoing)
603.6	Maintain current zoning and land use information in GIS	x		GIS layers, maps (including web maps)	5%	July 2024 to June 2025 (As Needed)
603.7	Provide GIS support to agency efforts to identify disadvantaged communities and secure grant funding	x		GIS layers, geoprocessing, maps (including web maps), geospatial analysis	10%	July 2024 to June 2025 (Ongoing)
				Total	100%	

FTE: .37

**603 GIS and Mapping Resources**

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		GIS Support	8,300
MCTA			
FHWA-PL FY 23-24	7,348		
FTA-Section 5303			
STIP – PPM	952		
Other			
Subtotal	8,300	Subtotal	8,300
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	131,123
MCTA			
FHWA-PL FY 24-25	116,083		
FTA-Section 5303			
STIP – PPM (Match)	15,040		
Other			
Subtotal	131,123		
<b>Total:</b>	<b>139,423</b>	<b>Total:</b>	<b>139,423</b>

## Work Element 604 Performance Management and Data Development

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### Objective

Development of transportation performance measures (PM) and targets as part of the Regional Transportation Planning Process. To incorporate CAPTI objectives, such as strategically investing 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 reference year 2022 level (referred to as the Greenhouse Gas (GHG) measure). This measure was reinstated on December 7, 2023.
- 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 measures' 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.
7. Established PM3, Greenhouse gas (GHG), targets for the region.

### Product

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

### Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
604.1	Coordination and Monitoring Activities	X		Technical Advisory Meeting Participation and other State and Federal training. Monitoring State and Federal guidance related to performance measures	75%	July 2023 to June 2024
604.2	Target Setting	X		Annually establish PM1 performance targets Bi-annually revise PM 2 targets, if necessary	20%	July 2023 to June 2024, as required
604.3	Public Safety Awareness	X		Post safety related	5%	

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2024-25

Item 8-8-A.

	Through Social Media			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.		
				Total	100%	

FTE: .14

**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	5,514	Direct Wages/Benefits plus Indirect:	48,070
MCTA			
FHWA-PL	42,556		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	48,070		
<b>Total:</b>	<b>48,070</b>	<b>Total:</b>	<b>48,070</b>

## Work Element 605 Regional Traffic Monitoring Program

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### 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 utilizes 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 85<sup>th</sup> 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 participate 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 – 2023 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 – 2024 Annual Report.
2. Data assistance for partner projects and stakeholders
3. HPMS data submission to Caltrans.

### Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
605.1	Utilize StreetLight software to collect traffic volume data	x		Traffic Monitoring Annual Report	65%	July 2024 to June 2025 (Annually)
605.2	Provide traffic monitoring support to local agencies, including tribal governments	x		Technical support, meetings, email correspondence	15%	July 2024 to June 2025 (Ongoing)
605.3	Collect data from local agency and Caltrans traffic county programs	x		Traffic volume data	10%	July 2024 to June 2025 (Annually)
605.4	Coordinate the submission of HPMS data to Caltrans from local agencies as required	x		HPMS data, technical support, meetings, email correspondence	5%	July 2024 to June 2025 (Annually)
605.5	Participate in software training sessions for StreetLight	x		Training, training notes	5%	July 2024 to June 2025 (Ongoing)
				Total	100%	

FTE: .03

**605 Regional Traffic Monitoring Program**

<b>REVENUE BY SOURCE</b>		<b>EXPENDITURES</b>	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Traffic Count Software License	15,000
MCTA			
FHWA-PL FY 23-24	13,280		
FTA-Section 5303			
STIP – PPM (Match)	1,720		
Other			
Subtotal	15,000	Subtotal	15,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	12,942
MCTA			
FHWA-PL FY 24-25	11,458		
FTA-Section 5303			
STIP – PPM (Match)	1,484		
Other			
Subtotal	12,942		
<b>Total:</b>	<b>27,942</b>	<b>Total:</b>	<b>27,942</b>

## Public Participation Program

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### 701 Public Participation Program

## Work Element 701 Public Participation Program

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### 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 building 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 of Mono Indians of California and the Picayune Rancheria of the Chukchansi Indians of California). 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 2023 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 and updated in February 2024.

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 Tribal Governments in Madera County and as needed in the neighboring counties of our planning activities. Tribal Governments in Madera County are invited to participate in MCTC's Technical Advisory Committee 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 2022 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 2023 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, and updated in February 2024.

## 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. 2014, 2015, 2018, 2021, 2024 Title VI Plan and Limited English Proficiency Plan.
8. 2023 MCTC Public Participation Plan.
9. MCTC Social Media Policy.

## Product

1. Document tribal government to government public participation.
2. Prepare MCTC newsletter.
3. Title VI Compliance and updates, as necessary.
4. Conduct extensive outreach efforts with environmental justice communities as part of the 2024-2025 Unmet Transit Needs.
5. Maintain and improve MCTC website and social media pages.

## Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
701.1	MCTC Public Participation Plan Amendment	X		Amend as necessary the MCTC Public Participation Plan to comply with Federal and State Requirements	15%	July 2024 to June 2025 (As Needed)
701.2	Provide Spanish Language Translation	X	X		15%	July 2024 to June 2025 (As Needed)
701.3	Tribal Government Consultation	X		Coordinate, Consult, Collaborate with tribal governments	15%	July 2024 to June 2025 (As Needed)
701.4	Continued Consultation Policy	X		Continued MCTC Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally recognized Native American Tribal Governments	10%	July 2024 to June 2025 (As Needed)
701.5	Bicycle and Pedestrian Programs	X		Encourage bicycle and pedestrian safety education programs	10%	July 2024 to June 2025 (As Needed)
701.6	Website and Social Media	X		Maintain and improve website and social media to keep public informed about MCTC activities, public hearings, workshops, and meetings	15%	July 2024 to June 2025 (As Needed)
701.7	Review CalEPA's EnviroScreen 4.0 and Other Analysis Tools	X		Review CalEPA's EnviroScreen Version 4.0 and other relevant analysis tools as they relate to identifying	15%	July 2024 to June 2025 (As Needed)

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2024-25

Item 8-8-A.

				disadvantaged communities, where they are concentrated and how the transportation planning process may impact these communities		
701.8	Madera Community College Collaborations	X		Collaborate with the Madera Community College Center to engage student community outreach and education activities	5%	July 2024 to June 2025 (As Needed)
				Total	100%	

FTE: .15

**701 Public Participation Program**

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	5,391	Public Notices	5,000
MCTA		Translation Services	2,000
FHWA-PL 23-24	41,609	SJV Website	100
FTA-Section 5303		Other Outreach Costs	39,900
STIP - PPM			
Other			
Subtotal	47,000	Subtotal	47,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	5,128	Direct Wages/Benefits plus Indirect:	44,711
MCTA			
FHWA-PL 24-25	39,583		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	44,711		
<b>Total:</b>	<b>91,711</b>	<b>Total:</b>	<b>91,711</b>

## Project Administration

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801 Transportation Development Act

802 SB 125 Transit Program

## 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 street 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 assist 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.

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. 2023 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 2025-26 Unmet Needs Process.
7. LCTOP allocation, application processing, tracking, and reporting.
8. SGR suballocation, project list processing, tracking, and reporting.

## Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
801.1	Apportionment and Allocation	X		Prepare finding of apportionment for LTF/STA and make allocations	5%	May 2025
801.2	Claims	X		Review and process LTF/STA claims  Review for conformance with applicable TDA law, the RTP and SRTDP	10%	July 2024 to June 2025 Ongoing
801.3	LTF/FTA Financial Reports	X		Prepare LTF/STA financial reports	20%	December 2024
801.4	SSTAC Meetings	X		Conduct meetings of the SSTAC	10%	July 2024 to June 2025 Quarterly
801.5	Unmet Transit Needs Hearing	X		Conduct Unmet Transit Needs Hearing	5%	April 2025 Annually
801.6	Unmet Transit Needs Staff Report	X		Prepare Unmet Needs Staff Report	20%	April to May 2025

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2024-25

Item 8-8-A.

						Annually
801.7	Financial Records	X		Maintain appropriate financial activity records	5%	July 2024 to June 2025
801.8	Fiscal Audits	X		Fiscal audits	13%	August 2024
801.9	Development of Project Application Assistance	X		Assist local agencies in development of project applications for Section 5311, 5311 (f), Section 5310; Section 5304; Section 5307; Section 5339	2%	July 2024 to June 2025 (As Needed)
801.10	LCTOP Administration	X		Administer LCTOP Program	5%	July 2024 to June 2025 Ongoing
801.11	SGR Administration	X		Administer SGR Program	5%	July 2024 to June 2025 Ongoing
				Total	100%	

FTE: .40

**801 Transportation Development Act**

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF	29,500	Audits	15,000
MCTA		Translation Services	2,000
FHWA-PL		Public Notices	1,000
FTA-Section 5303		Other Costs	11,500
STIP - PPM			
Other			
Subtotal	29,500	Subtotal	29,500
MCTC Staff:		MCTC Staff:	
LTF	86,157	Direct Wages/Benefits plus Indirect:	86,157
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	86,157		
<b>Total:</b>	<b>115,657</b>	<b>Total:</b>	<b>115,657</b>

## Work Element 802 Senate Bill 125 Transit Program

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### Objective

Administer the Senate Bill 125 Transit Program funds for approved local transit projects, and comply with program requirements, including reporting.

### Discussion

Senate Bill 125 (Chapter 54, Statutes of 2023) guides the distribution of \$4 billion in General Fund through the Transit and Intercity Rail Capital Program (TIRCP) on a population-based formula to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements. The transportation budget trailer bill also establishes the \$1.1 billion Zero-Emission Transit Capital Program (ZETCP) to be allocated to regional transportation planning agencies (RTPA) on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations. Senate Bill 125 (SB 125) requires the California State Transportation Agency (CalSTA) to develop and administer an accountability program to govern the distribution of funds for the ZETCP and the General Fund component of the TIRCP. RTPAs are eligible recipients of the program funds, and as such, MCTC will receive and disburse allocated program funds for approved projects and will serve as program administrator and liaison between CalSTA and transit agencies within the Madera County region.

MCTC has collaborated with local transit agencies to submit an initial allocation package to CalSTA before the program deadline of December 31, 2023. As needed, MCTC will submit updated allocation packages to CalSTA for approval and will comply with program reporting requirements. As a condition of ongoing disbursement of requested SB 125 funds, MCTC must submit to CalSTA an annual report documenting the activities and progress made toward implementation of the projects and operating expenditures, which includes total SB 125 expenditures to date and total amount remaining. Recordkeeping and reporting requirements will apply throughout the life of the projects. MCTC is also required to submit and receive approval of a one-time, long-term financial plan by June 30, 2026, that addresses the approach to sustain the region's transit operations absent additional discretionary or nonformula State funding to maintain eligibility for future TIRCP funding in the 2026-27 fiscal year and beyond. MCTC must also post online a summary of monthly ridership data, consistent with the data submitted to the Federal Transit Administration's National Transit Database, from all its transit operators and should cover the time period starting on July 1, 2022, through June 30, 2028.

### Previous Work

None.



## Product

1. Updated allocation package submissions.
2. Long-term financial plan.
3. Program reports including financial records and an annual report.
4. SB 125 Transit Program webpage on MCTC's website with posted transit operator ridership data.

## Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
802.1	Submit updated allocation packages to CalSTA	x		Allocation package documents, email correspondence, technical assistance meetings with CalSTA, meetings with local transit agencies	1%	July 2024 to June 2025 (As Needed)
802.2	Develop long-term financial plan to describe the region's transit operational sustainability	x	x	Long-term financial plan document	96%	Target completion date: June 30, 2026
802.3	Program administration, recordkeeping, and reporting	x		Reporting documents, annual report, dedicated bank account, financial records, technical assistance meetings with CalSTA, meetings with local transit agencies, email correspondence	2%	July 2024 to June 2025 (Ongoing)
802.4	Make publicly available monthly ridership data for regional transit operators	x		Webpage on agency website	1%	July 2024 to June 2025 (Monthly)
				Total	100%	

FTE: 0.08

**802 SB 125 Transit Program**

<b>REVENUE BY SOURCE</b>		<b>EXPENDITURES</b>	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant (Transit Planning)	160,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – SB 125	160,000		
Subtotal	160,000	Subtotal	160,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	28,112
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – SB 125	28,112		
Subtotal	28,112		
<b>Total:</b>	<b>188,112</b>	<b>Total:</b>	<b>188,112</b>

## Other Activities

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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		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
901.1	Valley Voice Program	X		Annual advocacy trips to Sacramento and Washington D.C.	65%	Sept 2024 to March 2025
901.2	Legislative tracking	X		Legislative tracking and reporting	5%	July 2024 to June 2025
901.3	CALCOG Conference and meetings	X		State and Valley wide transportation conferences and events	10%	July 2024 to June 2025
901.4	CALCOG Annual Fees	X			20%	June 2025
				Total	100%	

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2024-25

Item 8-8-A.

FTE: .08

**901 Lobbying**

<b>REVENUE BY SOURCE</b>		<b>EXPENDITURES</b>	
Direct Costs:		Direct Costs:	
LTF		Consultant(s)	89,000
MCTA		Other Costs	11,000
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	100,000		
Subtotal	100,000	Subtotal	100,000
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	10,770
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	10,770		
Subtotal	10,770		
<b>Total:</b>	<b>110,770</b>	<b>Total:</b>	<b>110,770</b>

## Work Element 902 Other Activities

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### Objective

To provide information to travelers about transportation services available within Madera County and to encourage the use of alternatives to single occupant commuting. Continue exploring the viability of a 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 the FSP program statewide. This additional funding addresses inflationary cost increases for the program while also allowing for further expansion of the program, which should provide more congestion relief, especially in the more heavily populated and congested regions. The SB 1 FSP funding guidelines shows the annual \$25 million distributed as follows:

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



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

### **Intelligent Transportation Systems (ITS)**

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

ITS architecture maintenance team is to further develop and strengthen 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.

### **Zero Emission Planning**

In 2023 Staff finalized the Madera County Zero-Emission Vehicle Readiness and Implementation Plan. This plan assesses the existing ZEV infrastructure environment, recommends infrastructure improvements and investments, identifies implementation strategies and policies to promote ZEV infrastructure adoption in the short- and long-term, identifies key community challenges and barriers to advancement, and provides stakeholders with tools to procure, site and install various ZEV infrastructure. This plan primarily addresses conventional ZEVs including battery electric vehicles (BEVs) and fuel cell electric vehicles (FCEVs).

MCTC staff will take steps to assist in the implementation of the recommendations and strategies outlined in the final plan.

MCTC staff will regularly publish new ZEV related planning resources as they become available on the MCTC webpage.

MCTC staff will coordinate bi-annual meetings related to ZEV planning in Madera County. The meetings will help inform local stakeholders, elevate topics able to help the region

advance ZEV infrastructure planning and installation, and provide resources to engage Madera County communities on progress towards ZEV infrastructure accommodations and access. The meetings will involve local and State agencies, transportation providers, utilities providers and other targeted audiences who would benefit from the topics presented during the meetings.

### **Broadband Access**

MCTC staff will continue to monitor broadband access initiatives and programs able to support residents in Madera County. Staff will collaborate with local and state partners where needed to further the goals of the Executive Order to accelerate broadband access and SB 156 to deliver communications infrastructure for broadband access.

### **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.
9. Madera County Zero-Emission Vehicle Readiness and Implementation 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.
6. Coordinate ZEV planning collaborative meetings.
7. Publish ZEV resources.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
902.1	Rideshare Program	X		Represent rideshare program as required	5%	July 2024 to June 2025
902.2	Rideshare Promotional Materials	X		Provide rideshare promotional materials as required	5%	July 2024 to June 2025
902.3	Develop Promotional Materials	X		Develop/print promotional materials	5%	July 2024 to June 2025
902.4	TDM activities	X		Maintain and update TDM activities on MCTC website	5%	July 2024 to June 2025
902.5	Community Outreach	X		Conduct community outreach activities as needed	5%	July 2024 to June 2025
902.6	CalVans joint powers agency	X		Participate with CalVans joint powers agency	10%	July 2024 to June 2025
902.7	Coordination of Trip Reduction Programs	X		Coordinate with tribes and major employers on employer-based trip reduction programs for existing and future employment centers	5%	July 2024 to June 2025
902.8	Freeway Service Patrol	X		Coordination with Caltrans and CHP to determine eligibility to apply to this program (Freeway Service Patrol)	5%	July 2024 to June 2025
902.9	Review Planning issues related to aviation systems planning	X		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	5%	July 2024 to June 2025
902.10	Provide staff analysis of available funding resources for aviation planning projects	X		Analyze and share information for new and existing resources able to support the regions multi-modal systems	5%	July 2024 to June 2025
902.11	Participate in meetings/workshops related to ITS, aviation, and other modal elements	X		Participate in meeting and workshops hosted by local, regional, State, and Federal partners related to multi-modal transportation	15%	July 2024 to June 2025

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2024-25

Item 8-8-A.

902.12	ZEV Regional Roundtable	X		Conduct two Coordinate ZEV planning collaborative meetings per year	15%	July 2024 to June 2025
902.13	ZEV Resources	X		Publish updated ZEV resources on the MCTC Website	5%	July 2024 to June 2025
902.14	Broadband Access	X		Participate in meetings and workshops to advance broadband access for the region	5%	July 2024 to June 2025
				Total	100%	

FTE: .30

**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	110,069	Direct Wages/Benefits plus Indirect:	110,069
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	110,069		
<b>Total:</b>	<b>136,619</b>	<b>Total:</b>	<b>136,619</b>

## Overall Work Program

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### 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. The OWP was prepared in cooperation with the State and transit operators as specified in 23 CFR 450.308(c). MCTC continues to work cooperatively with State and local agencies, including transit operators. The State and local agencies participate in the MCTC Technical Advisory Committee that reviews the OWP.

### Previous Work

MCTC Overall Work Program and Budget.

### Product

1. 2025-26 MCTC Overall Work Program and Budget.
2. Quarterly Reports.
3. FY 23-24 Closeout Report.

### Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
1001.1	OWP Development	X		Draft 25-26 OWP	35%	November 2024 to February 2025
1001.2	Project Identification	X		Draft 25-26 OWP	15%	October 2024 to February 2025
1001.3	Circulation	X		Develop and circulate Draft OWP and Budget for public and agency review	10%	February 2025 to March 2025

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2024-25

Item 8-8-A.

1001.4	Adoption	X		Complete and adopt OWP with compliance certifications and process agreement. Final 25-26 OWP.	5%	April 2025
1001.5	Reporting	X		Quarterly Reports	30%	Quarterly July 2024 to June 2025
1001.6	Closeout	X		Closeout Reports for FY 23-24	5%	August to September 2024
				Total	100%	

FTE: .17

**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:	43,447
MCTA			
FHWA-PL	38,464		
FTA-Section 5303			
STIP – PPM (Match)	4,983		
Other			
Subtotal	43,447		
<b>Total:</b>	<b>43,447</b>	<b>Total:</b>	<b>43,447</b>

## Measure “T” Administration

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### 1101 MCTA Administration



## Work Element 1101 MCTA Administration

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### 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.

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2024-25

Item 8-8-A.

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		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
1101.1	Conduct MCTA and TAC meetings	X			5%	July 2024 to June 2025
1101.2	Prepare MCTA Budget	X		MCTA Operating Budget	5%	May 2025
1101.3	Maintain MCTA financial records	X			20%	July 2024 to June 2025
1101.4	Review and process project claims	X			10%	July 2024 to June 2025
1101.5	Prepare Annual Work Program	X		Annual Work Program	24%	September 2024 to June 2025
1101.6	Administration of the Citizens' Oversight Committee	X		Publication of Measure T Annual Report	10%	July 2024 to June 2025
1101.7	Conduct Fiscal Audit		X	Annual Fiscal Audits	10%	October to December 2024
1101.8	Planning, programming, and monitoring of Measure "T" projects	X			10%	July 2024 to June 2025
1101.9	Attend conferences including Focus on the Future	X			5%	November 2024
				Total	100%	

FTE: .50

Madera County Transportation Commission  
Overall Work Program Fiscal Year 2024-25

Item 8-8-A.

**1101 MCTA Administration**

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Financial Assistance, Audits, Annual Report	41,000
MCTA	244,000	Conf/Travel/Other Costs	33,000
FHWA-PL		Consultant	170,000
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	244,000	Subtotal	244,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	136,542
MCTA	136,542		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	136,542		
<b>Total:</b>	<b>380,542</b>	<b>Total:</b>	<b>380,542</b>

## Acronyms

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<b>AB</b>	Assembly Bill
<b>ADA</b>	Americans with Disabilities Act
<b>ATP</b>	Active Transportation Plan
<b>AWP</b>	Annual Work Program
<b>CAG</b>	County Association of Governments
<b>CalSTA</b>	California State Transportation Agency
<b>CALTRANS</b>	California Department of Transportation
<b>CAPTI</b>	Climate Action Plan for Transportation Infrastructure
<b>CARB</b>	California Air Resources Board
<b>CATX</b>	Chowchilla Area Transit Express
<b>CIP</b>	Capital Improvement Plan
<b>CMAQ</b>	Congestion Mitigation Air Quality
<b>CRP</b>	Carbon Reduction Program
<b>COG</b>	Council of Governments
<b>CTC</b>	California Transportation Commission
<b>DBE</b>	Disadvantaged Business Enterprise
<b>DOF</b>	Department of Finance
<b>EIR</b>	Environmental Impact Report
<b>EPA</b>	Environmental Protection Agency
<b>FAST ACT</b>	Fixing America's Surface Transportation Act
<b>FHWA</b>	Federal Highway Administration
<b>FSP</b>	Freeway Service Patrol
<b>FTA</b>	Federal Transit Administration
<b>FTE</b>	Full Time Equivalent
<b>FTIP/TIP</b>	Federal Transportation Improvement Program
<b>GHG</b>	Greenhouse Gas
<b>GIS</b>	Geographic Information System
<b>HCD</b>	Housing and Community Development
<b>HPMS</b>	Highway Performance Monitoring System
<b>HSIP</b>	Highway Safety Improvement Program
<b>IJA</b>	Infrastructure Investment and Jobs Act
<b>IIP</b>	Interregional Improvement Plan
<b>IPG</b>	Intermodal Planning Group
<b>ITS</b>	Intelligent Transportation System
<b>LEAP</b>	Local Early Action Planning
<b>LCTOP</b>	Low Carbon Transit Operations Program

<b>LTC</b>	Local Transportation Commission
<b>LTF</b>	Local Transportation Fund
<b>MAP 21</b>	Moving Ahead for Progress in the 21st Century
<b>MCC</b>	Madera County Connection
<b>MCTA</b>	Madera County Transportation Authority
<b>MCTC</b>	Madera County Transportation Commission
<b>MOU</b>	Memorandum of Understanding
<b>MPO</b>	Metropolitan Planning Organization
<b>OWP</b>	Overall Work Program
<b>PAC</b>	Policy Advisory Committee
<b>PEIR</b>	Program Environmental Impact Report
<b>PM-2.5</b>	Particulate Matter (2.5 micros or less)
<b>PM-10</b>	Particulate Matter (10 microns or less)
<b>REAP</b>	Regional Early Action Planning
<b>RHNA</b>	Regional Housing Needs Assessment
<b>RTIP</b>	Regional Transportation Improvement Program
<b>RTP</b>	Regional Transportation Plan
<b>RTPA</b>	Regional Transportation Planning Agency
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
<b>SB</b>	Senate Bill
<b>SGR</b>	State of Good Repair
<b>SIP</b>	State Implementation Plan
<b>SJVAPCD</b>	San Joaquin Valley Air Pollution Control District
<b>SHOPP</b>	State Highway Operation and Protection Program
<b>SRTP</b>	Short Range Transit Plan
<b>SSTAC</b>	Social Service Transportation Advisory Council
<b>STA</b>	State Transit Assistance
<b>STIP</b>	State Transportation Improvement Program
<b>TAB</b>	Transit Advisory Board
<b>TAC</b>	Technical Advisory Committee
<b>TAM</b>	Transit Asset Management
<b>TAZ</b>	Traffic Analysis Zones
<b>TCM</b>	Traffic Control Measures
<b>TDA</b>	Transportation Development Act
<b>TDP</b>	Transit Development Plan
<b>USDOT</b>	United States Department of Transportation
<b>VMT</b>	Vehicle Miles Traveled

**YARTS**  
**YATI**

Yosemite Area Regional Transportation System  
Yosemite Area Transportation Information

## Appendices

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Appendix A	Revenue/Expenditure Spreadsheet
Appendix B	Line-Item Budget
Appendix C	SB 1 Sustainable Communities Formula Project List
Appendix D	Certifications and Assurances
Appendix E	Certification of Restrictions on Lobbying
Appendix F	Planning Funds – Eligible Uses
Appendix G	Resolution
Appendix H	Other Planning Activities
Appendix I	MPO Planning Boundary
Appendix J	Public Participation Outreach Chart



**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 8-B

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

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**SUBJECT:**

Master Fund Transfer Agreement – Resolution 24-12

**Enclosure:** Yes

**Action:** Authorize the Executive Director to execute the Master Fund Transfer Agreement with Caltrans by Resolution 24-12

**SUMMARY:**

The Master Fund Transfer Agreement that governs MCTC funding pursuant to the Consolidated Planning Grant, (FHWA PL, FTA 5303) will be expiring December 31, 2024. The new proposed ten-year agreement has been reviewed by staff and it is recommended that the Board authorize the Executive Director to execute the Agreement by Resolution 24-12.

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



**STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF TRANSPORTATION PLANNING**  
 MASTER FUND TRANSFER AGREEMENT

Recipient: **Madera County Transportation Commission, a Metropolitan Planning Organization (MPO)**

Effective Date of this Agreement: January 1, 2025

Termination Date of this Agreement: December 31, 2034

FUND SOURCES COVERED BY THIS AGREEMENT MAY INCLUDE ALL OR SOME OF THE FOLLOWING FUND SOURCES AS IDENTIFIED IN EACH ANNUAL OVERALL WORK PROGRAM AGREEMENT

- ◆ Federal Highway Administration (FHWA)--Metropolitan Planning (PL)
- ◆ FHWA State Planning and Research (SPR)--Partnership Planning
- ◆ Federal Transit Administration (FTA)--Metropolitan Planning Section 5303
- ◆ FTA State Planning and Research--Section 5304
- ◆ State Highway Account (SHA)
- ◆ State Rural Planning Assistance (RPA)
- ◆ Road Maintenance and Rehabilitation Account (RMRA)
- ◆ Any other Federal or State funds administered by and through the California Department of Transportation, Office of Regional and Community Planning

This Master Fund Transfer Agreement (MFTA), effective as of the date set forth above, is by and between the signatory public entity identified above, hereinafter referred to as MPO [as authorized in section 134 of Title 23 of the United States Code (23 USC Section 134), section 450.104 of the Code of Federal Regulations (23 CFR section 450.104), and Part 200 of Title 2 of the Code of Federal Regulations (2 CFR Part 200)], and the State of California, acting by and through its Department of Transportation, hereinafter referred to as STATE. This MFTA supersedes all previous Master Fund Transfer Agreements issued to MPO by STATE for all these types of funds.

**RECITALS**

- A. These funds may include, without limitation, federal Consolidated Planning Grants, and any other Federal or State funds administered by and through the Department of Transportation, Office of Regional and Community Planning.

Consolidated Planning Grants consist of four federal funding types and sources: (i) FHWA Metropolitan Planning (PL); (ii) FTA Metropolitan Planning (Section 5303), both of which are annually allocated to MPOs; (iii) FHWA State Planning and Research-Partnership Planning (SPR); and (iv) FTA State Planning and Research (Section 5304), the last two of which are discretionary grants awarded through a grant application solicitation process.

The State funds administered by the Office of Regional and Community Planning include but are not limited to: (i) State Rural Planning Assistance, (ii) State Highway Account (SHA); and (iii) Road Maintenance and Rehabilitation Account (RMRA) funds.

- B. Upon appropriation of funds and pursuant to Public Utilities Code (PUC) sections 99311 and 99311.1, STATE is required to pass-through Federal and State funds made available for transportation planning purposes to entities qualified to act as recipients of these funds in accordance with the intent of law and policy.
- C. STATE is also required to encumber Federal and State funds made available for planning purposes to entities qualified to act as recipients of these Federal and State funds in accordance with the intent of law and policy.
- D. STATE agrees to notify MPO annually in writing of the anticipated level of State and Federal Planning funds that may be available to MPO for each subsequent year's approved Overall Work Program, hereinafter referred to as OWP.
- E. STATE has prepared this MFTA, which hereby, together with the annual OWP and annual Overall Work Program Agreement, hereinafter referred to as the annual OWPA, found in APPENDIX A, set forth the entire terms and conditions under which these funds are to be expended by MPO for the fiscal year period of that annual OWP and annual OWPA.
- F. The provisions set forth in this MFTA shall only apply to funds administered in whole or in part through this agreement. No provisions of this MFTA shall extend to or govern the use of funds that are not allocated or transferred under this agreement.

## **ARTICLE 1-PROGRAM ADMINISTRATION**

### **Section 1. Overall Work Program and Overall Work Program Agreement**

- A. MPO agrees to develop and submit an annual draft OWP, in compliance with 23 CFR 420, 23 CFR 450, and FTA Circular 8100.1D, for approval by STATE, FTA and FHWA, as applicable. This submittal, due no later than each March 1, shall describe MPO's next

fiscal year transportation planning program (fiscal year refers to the State fiscal year of July 1 to June 30).

- B. Each annual OWP and OWPA will expressly adopt and incorporate the terms and conditions of this MFTA by reference.
- C. MPO shall be responsible for the complete performance of the work contained in each OWP. All work shall be accomplished in accordance with applicable provisions of State and Federal law.
- D. MPO will annually include a signed "FHWA and FTA Metropolitan Transportation Planning Process Self-Certification" form, a signed FTA "Certifications and Assurances for FTA Assistance" form (refer to Article IV, Section 1), a signed "California Department of Transportation Debarment and Suspension" form, and a signed "Disclosure of Lobbying Activities" form in each annual OWP (APPENDIX E).
- E. The annual OWPA is the approved OWP encumbrance document. Disbursement of funds by STATE will occur only after the execution of this MFTA; approval of the annual OWP by STATE, the FTA and FHWA; and execution of the annual OWPA. Funds will not be encumbered or reimbursed by STATE to MPO until the annual OWPA has been executed and the State Budget for that fiscal year has been passed.
- F. No funds of any nature are allocated or encumbered in this MFTA unless included in an adopted and approved OWP by means of an approved and fully executed annual OWPA or OWPA amendment. Costs incurred by MPO prior to OWP approval or conditional approval are incurred at MPO's risk and will not be reimbursed until State and Federal approval.
- G. MPO shall request and obtain from the STATE the final annual allocation amount for FHWA PL and FTA 5303. MPO is encouraged to program the full annual allocation amount by means of an approved and fully executed OWP/A amendment, no later than May 1 of each fiscal year. Funds not programmed by MPO for that fiscal year will lose Obligation Authority (OA) and be subject to Federal rescission. MPO will not be able to use the unprogrammed OA prior to submitting a justification to STATE and obtaining approval from both STATE and the Department of Transportation, Office of Federal Resources.
- H. MPO agrees to satisfactorily complete all work element tasks, projects, and products as described in each approved annual OWP financed with State or Federal funds and encumbered by STATE via the annual OWPA.
- I. MPO will identify in sufficient detail to indicate who (e.g., State, MPO, public transit

operator, local government, or consultant) will complete the activities and products in the OWP work elements, including all work that is to be completed through a third-party contract and funded, in whole or in part, under the terms and conditions of this Agreement.

- J. STATE agrees to pass-through available funds and to reimburse allowable costs incurred in executing the tasks, projects, and products specified in the annually approved OWP funded from State and Federal sources and will be encumbered by STATE.
- K. Only work performed during the term of, and consistent with, the work elements in the OWP may be reimbursed. Reimbursements are based upon the fiscal year, July 1 to June 30. All work performed after the end of each fiscal year (June 30) is subject to the approved OWP and annual OWPA for that corresponding fiscal year and reimbursed from the corresponding fiscal year budgeted funds.
- L. MPO may incur costs against its approved annual OWP and may submit Requests for Reimbursement with the understanding that STATE is unable to approve any payments for reimbursement until such time as funds are included in that fiscal year's annual State Budget which is passed by the Legislature and signed by the Governor.
- M. MPO shall use non-federal funds to finance the local share of eligible costs to ensure compliance with all applicable matching requirements for federal funds described in this MFTA and encumbered against the annual OWPA. Credit for local match will be allowed only for work performed during the approved term of each annual OWPA. Third-party "in-kind" contributions are allowed as local match, in accordance with the provisions of 23 CFR 420.119 and 2 CFR 200.306.
- N. MPO further agrees to ensure that amendments to a previously approved OWP and annual OWPA are adopted by the MPO Board of Directors and subsequently approved by STATE, FTA, and FHWA, as applicable, prior to initiating any work identified in those amendments; however, MPO is not required to pause work that was previously authorized. Changes requiring amendments generally include adding, deleting, or revising a work element; adding funds to or deleting funds from a work element; incorporating carryover funds; or altering the scope of work. Administrative amendments are not required to be adopted by the MPO Board of Directors. If a work element or project cannot be completed as originally approved, MPO will report this in its Quarterly Progress and Expenditure Report and must amend the OWP/annual OWPA accordingly. Amendments to the OWP and annual OWPA must be submitted to STATE and be fully executed no later than May 1 each year. Through administrative amendment, MPO will notify STATE via mail or electronic mail of administrative OWP changes that do not affect overall funding, scope of work, or project schedule.

- O. MPO acknowledges and agrees that MPO is the sole control and manager of the work proposed in the OWP and is solely responsible for complying with the funding and use restrictions established by State and Federal law and this MFTA.
- P. MPO shall be free to copyright the material developed under work items identified in the OWP provided that STATE and FHWA/FTA, as applicable, reserve a royalty-free, nonexclusive and irrevocable license to reproduce, publish or otherwise use, and authorize others to use, that work for government purposes.

## **Section 2. Quarterly Progress and Expenditure Reports**

- A. MPO agrees to submit to STATE, no later than thirty (30) calendar days after the close of each of the first three quarters, Quarterly Progress and Expenditure Reports that include all work elements for transportation planning tasks, projects, and products funded wholly or in part by any of the fund sources listed in the "Recitals" section of this MFTA. MPO agrees to submit to STATE the Quarterly Progress and Expenditure Report for each fourth quarter no later than sixty (60) calendar days after the close of the quarter. STATE may withhold payment of the final Request for Reimbursement submitted pending the submission of the fourth quarter Quarterly Progress and Expenditure Report.

In accordance with the latest adopted Regional Planning Handbook, Quarterly Progress and Expenditure Reports submitted to STATE will identify all projects by work element number and title and shall contain, at a minimum the following:

- A brief narrative describing work progress, progress in adhering to schedules, and schedule changes;
  - A list of tasks and products completed during the quarter;
  - Percent comparison of actual performance with work element-level goals and deliverables;
  - Status of expenditures by work element, funding source, and type, in a format compatible with the work program, including a comparison of budgeted (approved) amounts and actual costs incurred;
  - Other pertinent supporting information, such as major products, challenges, etc.
- B. STATE reserves the right to deem incomplete any Quarterly Progress and Expenditure Report that does not sufficiently document the above-required information and may withhold payment of Requests for Reimbursement submitted pending the submission of required documentation.

## **ARTICLE II - ALLOWABLE COSTS AND REIMBURSEMENT**

### **Section 1. Requests for Reimbursement**

A. Requests for Reimbursement must conform to either subpart 1 or subpart 2 hereinbelow for the entire State fiscal year:

1. MPO shall prepare and electronically submit to STATE, not more frequently than once a month, but at least quarterly, one signed Request for Reimbursement of actual allowable costs incurred and paid (expended) by MPO consistent with work elements described in the OWP (conforming to the format provided in APPENDIX B) and including the information required in part B of this section. The amount billed per each work element is not to exceed the total amount authorized for that work element in the OWP. Each expenditure by work element must meet the minimum required or contracted local match, if applicable, on every Request for Reimbursement. Reimbursements under this MFTA will be allowed if based upon actual costs expended and supported by MPO's accounting system. MPO must not only have incurred the allowable project cost on or after the effective date of the annual OWPA and on or before its termination date but must also have paid those expenses.
2. MPO shall prepare and electronically submit to STATE, not more frequently than once a month, but at least quarterly, one signed Request for Reimbursement of actual allowable costs incurred by MPO. This submission must be consistent with work elements described in the OWP (conforming to the format provided in APPENDIX B) and include the information required in part B of this section. The amount billed per each work element is not to exceed the total amount authorized for that work element in the OWP. Each expenditure by work element must meet the minimum required or contracted local match, if applicable, on every Request for Reimbursement. Reimbursements under this MFTA will be allowed if based upon actual costs incurred and supported by the MPO accounting system. The MPO accounting system must adhere to Generally Accepted Accounting Principles. This adherence enables the determination of allowable incurred costs by accruing due to the costs billed to the MPO and recognized by the MPO as valid, undisputed, due, and payable.
3. By submitting accrued but unpaid costs for reimbursement, MPO agrees that within ten (10) working days of receipt of STATE's reimbursement, the full amount of all cost items submitted as reimbursable accrued costs shall be paid to each billing entity. Any reimbursed accrued cost not paid within this ten (10) working day grace period shall accrue interest payable to STATE at the then present interest rate established by the State Treasurer's Pooled Money Investment Account. Interest incurred must be timely remitted to STATE. Reimbursed incurred costs not paid to the billing entities by MPO within forty-five (45) days of MPO's receipt of

STATE's reimbursement will thereafter be deemed unallowable. All unallowable costs must be immediately remitted to STATE. MPO agrees to submit a revised Disadvantage Business Enterprises Utilization Report (ADM 3069) as soon as reimbursement occurs.

If MPO is found, through audit or other means, not to have paid a billing entity its invoiced sums then owed within the ten (10) working day grace period, MPO must immediately revert to the reimbursement process described in subpart 1 above.

- B. In order to receive reimbursements, MPO agrees to furnish with each billing, at a minimum, the information provided for in APPENDIX B3, a detailed financial management system report from the MPO accounting system which denotes those reimbursable costs, as well as those used for local match, were either expended or incurred, as applicable.
- C. STATE agrees to make reimbursements to MPO, in conformance with Federal regulations, as promptly as STATE fiscal procedures will permit upon the receipt of a signed and electronically submitted Request for Reimbursement (conforming to the format provided in APPENDIX B) that includes all required information, as applicable, (conforming to the format in section B) of actual allowable costs incurred for the period of time covered by that Request for Reimbursement. Incomplete or inaccurate requests for reimbursement shall be returned to MPO unapproved for correction as soon as errors are discovered.
- D. No State and/or Federal funds administered under this MFTA will be dispersed on the advance basis defined in 2 CFR 200.305.

## **Section 2. Travel and Per Diem Reimbursement**

- A. Payments to MPO for travel and subsistence (per diem) expenses of MPO staff and its contractors and subcontractors claimed for reimbursement using funds administered through this Agreement or as local match credit shall not exceed rates authorized to be paid non-state employees under current State Department of Human Resources (CalHR) rules unless written verification is supplied that government hotel rates are not commercially available to MPO, or its contractors, its subcontractors, and/or its subrecipients, at the time and location required as specified in the California Department of Transportation's Travel Guide Exception Process. The requirements of this section shall only apply to direct project costs and do not extend to indirect costs allocated through a federally approved Indirect Cost Rate Proposal.

## **Section 3. Final Request for Reimbursement and OWP Closeout Documentation**

- A. MPO shall electronically submit an OWP/annual OWPA closeout documentation package and OWP final products to STATE no later than August 31<sup>st</sup> of each fiscal year. The closeout package shall conform to the format provided in APPENDIX C.
- B. The closeout package must be attached to a transmittal letter, typed on MPO letterhead. Failure to submit these documents by August 31<sup>st</sup> of each fiscal year may result in STATE withholding future apportionments and/or allocations to MPO. STATE election not to withhold future apportionments and/or allocations immediately after the end of one fiscal year shall not limit STATE ability to initiate subsequent withholdings.
- C. Upon receipt of the required closeout documentation and OWP final products, STATE will issue a reconciliation letter to MPO stating the amount of unspent funds available to be carried over to the subsequent year's OWP. MPO may amend some or all of these funds into the OWPA only upon signature of the reconciliation letter by the MPO executive director or his or her appointee, and submittal of the signed letter to STATE. Any funds that are identified in the reconciliation letter, but not programmed by May 1 each year in which the letter is issued, will be forfeited.

#### **Section 4. Funding Contingencies**

- A. All obligations of STATE under the terms of the MFTA and each annual OWPA are subject to the availability of Federal and State funds, appropriation of resources by the Legislature, and the annual passage of the State Budget. The authorization and obligation of these funds by outside entities may be terminated, limited or otherwise adversely affected by factors which may include, but are not limited to, changes in State or Federal law regarding the encumbrance and reimbursement of the funds provided by each annual OWPA and this MFTA.

### **ARTICLE III - AUDITS AND REPORTS**

#### **Section 1. Cost Principles**

- A. MPO agrees to comply with 2 CFR Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200), as applicable.
- B. MPO agrees, and will require that its contractors, subcontractors, and subrecipients be obligated to agree, that (a) the Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual project cost items (subrecipients shall refer to, 2 CFR Part 200); and (b) all parties shall comply with Federal administrative procedures in accordance with 2 CFR Part 200. Every sub-recipient receiving project funds as a contractor, subcontractor, or sub-grantee under this MFTA shall comply with Federal



administrative procedures in accordance with 2 CFR Part 200.

- C. MPO agrees and shall require that all of its agreements with contractors, subcontractors, and subrecipients funded in whole or in part with funds administered through this MFTA contain provisions requiring adherence to this section in its entirety, as applicable.

### **Section 2. Indirect Cost Agreement and Cost Allocation Plan (ICAP)**

- A. Prior to MPO seeking reimbursement of indirect costs, MPO must prepare and submit annually to STATE for review and acceptance an indirect cost rate proposal and a central service cost allocation plan (if any) in accordance with 2 CFR, Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards or applicable cost principles and Local Program Procedures Manual (Chapter 5).
- B. Prior to MPO seeking reimbursement of subrecipient indirect costs, and when subrecipient cognizant federal agency, as defined in 2 CFR part 200, is USDOT and/or STATE, MPO agrees and will require subrecipient to comply with section 2A.
- C. Prior to MPO seeking reimbursement of subrecipient indirect costs, and when subrecipient ICAP is approved by a cognizant federal agency other than USDOT, MPO agrees and will require subrecipient to submit to STATE a copy of the cognizant agency approval, the approved proposal, plan, subsidiary worksheets, and other relevant data on an annual basis as evidence of the approval.
- D. If a submitted ICAP does not meet the requirements of 2 CFR Part 200, and is determined to be insufficient, STATE will advise MPO of additional documentation or changes needed to meet Federal and State requirements. MPO agrees to provide requested documentation or required changes, and if MPO is non-compliant the submissions may be returned to MPO if requested documentation is not provided or required changes are not made.
- E. Material audit adjustments will require reimbursement to STATE or adjustment to subsequent years ICAPs if proposals are later found to have included costs that are unallowable as specified by law or regulation, or the terms and conditions of this MFTA.
- F. MPO agrees and shall require that all its agreements with subrecipients funded in whole or in part with funds administered through this MFTA contain provisions requiring adherence to this section in its entirety, as applicable.

### **Section 3. Record Retention/Audits**

- A. MPO, its contractors, subcontractors and sub-recipients, agree to comply with Title 2, Code of Federal Regulations (CFR), Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. MPO shall maintain, and shall require its subrecipients, contractors and its subcontractors to maintain all source documents, books, records and supporting documents connected with their performance of OWP work initiated under this MFTA and each applicable annual OWPA for a minimum of five (5) years from the date of final payment to MPO or, if an audit is initiated within that timeframe, until audit resolution is achieved for each annual OWPA, whichever is later, and shall make all such supporting information available for inspection, copying and audit by representatives of STATE, the California State Auditor, or the Federal Government upon request. Copies will be made and furnished by MPO, its contractors, its subcontractors and sub-recipients upon request made by STATE or its agents at no cost to STATE. Scanned original documents in electronic form are suitable to meet this requirement.
- B. MPO shall establish and maintain, and shall require that its subrecipients, contractors and subcontractors shall establish and maintain, an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support Requests for Reimbursement which segregate and accumulate the costs of work elements by line item (i.e. direct labor, other direct costs, subrecipients/subcontractor, etc.) and enable the determination of expenditures at interim points of completion, and provide support for reimbursement payment vouchers or invoices.
- C. For the purpose of determining compliance with Government Code Section 8546.7, in connection with the performance of MPO contracts and/or agreements with third parties, MPO, MPO sub-recipients, contractors, and subcontractors which are funded in whole or in part with the funds administered through the this MFTA, shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts and/or agreements, including, but not limited to, the costs of administering those various contracts and/or agreements. All the above referenced parties shall make such contracts and/or agreements available at their respective offices at all reasonable times during the entire period of each annual OWPA and for five (5) years from the date of final payment to MPO or, if an audit is initiated within that timeframe, until audit resolution is achieved for each annual OWPA, whichever is later. STATE, the California State Auditor, or any duly authorized representative of STATE or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent to the fulfillment of the contracts/ and/or agreements for audits, examinations, excerpts, and transactions, and MPO shall furnish copies thereof if requested.
- D. Where applicable, MPO agrees to comply with audit requirements for third party contractors, subcontractor and subrecipients in accordance with STATE Local

Assistance Procedure Manual, Chapter 10 or any successor thereto.

- E. MPO agrees to include all costs associated with this MFTA, OWP and annual OWPA, and any amendments thereto; to be examined in the annual audit and in the schedule of activities to be examined under MPO single audit prepared in compliance with 2 CFR Part 200, subpart F. MPO is responsible for assuring that the Single Auditor has reviewed the requirements of this MFTA, the OWP and the annual OWPA. Copies of said audits shall be submitted to STATE.
- F. When conducting an audit of the costs and match credits claimed under the provisions of each annual OWPA and this MFTA, STATE will rely to the maximum extent possible on any prior audit of MPO pursuant to the provisions of State and Federal law. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to STATE when planning and conducting additional audits.
- G. MPO agrees to furnish documentation to STATE supporting this requirement that all its agreements with contractors, subcontractors, and subrecipients funded in whole or in part with funds administered through this MFTA do contain provisions requiring adherence to this section in its entirety, as applicable.
- H. Neither the pendency of a dispute nor its consideration by STATE will excuse MPO from full and timely performance in accordance with the terms of this MFTA, the OWP, and the annual OWPA.

#### **ARTICLE IV - MISCELLANEOUS PROVISIONS**

##### **Section 1. Federal Certifications and Assurances**

- A. MPO shall comply with the FHWA "Metropolitan Transportation Planning Process Self-Certification" requirements in accordance with 23 CFR 450.334 and the Infrastructure Investment and Jobs Act (IIJA) Public Law 117-58) and the successors thereto. This certification is provided annually by FHWA and FTA. It may include, but is not limited to:
  - I. 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 part 450;
  - II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
  - III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1 and 49 CFR Part 21);

- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
  - V. Section 1101 (b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
  - VI. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
  - VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
  - VIII. The Older Americans Act, as amended (42 U.S.C. 6101, prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
  - IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
  - X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- B. MPO shall comply with the annual FTA "Certifications and Assurances for FTA Assistance," including "Certifications and Assurances Required of Each Applicant" and the "Lobbying Certification" in compliance with 49 U.S.C. Chapter 53; published annually in the *Federal Register*, and found online at <https://www.transit.dot.gov>.

The Federal Certification may include, but is not limited to the following areas under "Assurances Required of Each Applicant:"

1. Standard Assurances
2. Standard Assurances: Additional Assurance for Construction Projects
3. Procurement
4. Suspension and Debarment

5. Coronavirus Response and Relief Supplemental Appropriations Act, 2021, and CARES Act Funding

6. American Rescue Plan Act Funding

- C. MPO shall comply with the "California Department of Transportation Debarment and Suspension Certification" as required by U.S. DOT regulations on governmentwide Debarment and Suspension (non-procurement), 49 CFR 29.100.
- D. Copies of these annual Certifications and Assurances shall be included by MPO in each final OWP.
- E. MPO shall comply, and shall require its contractors, subcontractors, and subrecipients receiving funds or entering into agreements funded in whole or in part with funds administered through this MFTA, to comply, with these Certifications.
- F. MPO agrees to furnish documentation to STATE to support this requirement that all its agreements with contractors, subrecipients and subcontractors funded in whole or in part with funds administered through this MFTA, do contain provisions requiring adherence to this section in its entirety, as applicable.

## **Section 2. Disadvantaged Business Enterprise (DBE) Requirements**

- A. As mandated by 49 CFR Part 26, MPO shall require that its contractors, subcontractors, and subrecipients do not discriminate on the basis of race, color, national origin, or sex in the award, administration, and performance of any FHWA/FTA fund-assisted contract or in the administration of MPO DBE program.
- B. MPO DBE program, as required by 49 CFR Part 26 and as approved by STATE, is incorporated by reference into this MFTA. Implementation of this program is a legal obligation and any failure by MPO to adhere to its terms shall be treated as a violation of this MFTA. Upon notification to the recipient of its failure to carry out its approved program, the US DOT may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 et seq. and 49 CFR Part 26.13(a).
- C. As required by 49 CFR part 26, the contract language in APPENDIX D relating to DBE requirements must be incorporated into all contracts funded in whole or in part with funds authorized in this Agreement.

**Section 3. Non-Discrimination Clause**

- A. In the performance of work undertaken pursuant to this MFTA, the MPO and its subcontractors shall not deny the contract's benefits to any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, reproductive health decisionmaking, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status. MPO shall insure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.
- B. MPO shall comply with the provisions of the Fair Employment and Housing Act (Government Code, Section 12900 et seq.), the regulations promulgated thereunder (California Code of Regulations, Title 2, Section 11000 et seq.), the provisions of Article 9.5 Chapter 1, Part 1, Division 3, Title 2 of the Government Code (Government Code, Section 11135-11139.8), and the regulations or standards adopted by the awarding state agency to implement such article. The applicable regulations of the Fair Employment and Housing Commission implementing Government Code, Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this MFTA by reference and made a part hereof as if set forth in full.
- C. MPO shall permit access by representatives of the Civil Rights Department and STATE upon reasonable notice at any time during the normal business hours, but in no case less than 24 hours' notice, to such of its books, records, accounts, and all other sources of information and its facilities as said Department or STATE shall require to ascertain compliance with this clause.
- D. MPO and MPO's contractors, subcontractors, and/or subrecipients shall give written notice of their obligations under this clause to labor organizations with which they have collective bargaining or other labor agreements.
- E. MPO shall include the non-discrimination and compliance provisions hereof in all agreements with its sub-recipients, contractors, and subcontractors, and shall include a requirement in all agreements with all of same that each of them in turn include a nondiscrimination and compliance provisions of this clause in all contracts and subcontracts the enter into to perform work under this MFTA.
- F. MPO shall comply with the nondiscrimination program requirements of Title VI of the Civil

Rights Act of 1964. Accordingly, 49 CFR Part 21, and 23 CFR Part 200 are made applicable to this MFTA by this reference. Wherever the term "Contractor" appears therein, it shall mean MPO.

#### **Section 4. Federal Lobbying Activities Certification**

- A. MPO certifies, to the best of its knowledge and belief, that no State or Federal funds have been paid or will be paid, by or on behalf of MPO, to any person for influencing or attempting to influence an officer or employee of any State or Federal agency, a Member of the State Legislature or United States Congress, an officer or employee of the Legislature or Congress, or any employee of a Member of the Legislature or Congress in connection with the awarding of any State or Federal contract, the making of any State or Federal grant, the making of any State or Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any State or Federal contract, grant, loan, or cooperative agreement.
- B. If any funds other than State or Federal funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, MPO shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities" in accordance with those form instructions.
- C. This certification is a material representation of fact upon which reliance was placed when this MFTA and each annual OWPA was entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, Title 31, U. S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.
- D. MPO also agrees by signing this MFTA that MPO shall require that the language of this certification be included in all contracts and subcontracts funded wholly or in part by any fund sources listed on Page 1 of this MFTA and which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.

### **ARTICLE V - GENERAL PROVISIONS**

#### **Section 1. Contract Award**

- A. MPO, contractor, subcontractor and subrecipient contracts containing Federal and State planning funds are required to be bid and awarded in accordance with 2 CFR Part 200, and consistent with Local Assistance Procedure Manual, Chapter 10, or

successors thereto as applicable. The requirements of this section apply to direct project costs and shall not apply to contracts included in MPO's federally approved Indirect Cost Rate Proposals.

## **Section 2. Contract Amendment**

- A. No amendments to the terms of this MFTA, any OWP or any annual OWPA shall be valid unless made in writing and signed by the individuals legally authorized to contractually bind the parties hereto. Each party agrees that it has had or will have the opportunity to seek review by and approval from its legal counsel of the original documents and any proposed alteration or variation. No oral understanding or agreement not incorporated herein shall be binding on any of the parties thereto. For the purposes of this MFTA, the Chief of the Office of Regional and Community Planning, Division of Transportation Planning, shall be the Contract Administrator for STATE.

## **Section 3. Adjudication of Disputes by Way of Administrative Proceedings**

- A. STATE hereby sets up an Administrative Procedure for adjudication of disputes that may arise when administering the program as defined by the terms and conditions of this Agreement.

MPO agrees to exhaust the administrative remedy prior to resorting to legal remedies. In case of disputes with STATE, MPO shall submit to the Chief of the Division of Transportation Planning, CALTRANS (DC PLANNING) or designee a written demand for a decision regarding the disposition of any dispute, arising under this Agreement. The DC PLANNING shall make a written decision regarding the dispute and will provide it to the MPO. The MPO shall have an opportunity to challenge the DC PLANNING determination but must make that challenge in writing, within ten (10) working days to the STATE Contract Officer or his/her designee. If the challenge is not made by MPO within the ten (10) day period, the DC PLANNING decision shall become the final decision of the STATE. If such a challenge is made, the DC PLANNING and MPO shall submit written, factual information and data in support of their respective positions to STATE Contract Officer within a timeframe established by the MPO at the time of challenge. The decision of the STATE Contract Officer or his/her designee shall be final, conclusive and binding regarding the dispute, unless MPO commences an action in court of competent jurisdiction to contest the decision in accordance with Division 3.6 of Title 1 of the California Government Code.

## **Section 4. Intercept Clause**

- A. Costs for which MPO receives reimbursement payment that are determined by a subsequent audit or other review by either STATE or Federal authorities to be unallowable



under 2 CFR, part 200; or 48 CFR, Chapter 1, Part 31 are to be repaid to STATE by MPO within thirty (30) days of MPO receiving notice of audit findings. Should MPO fail to reimburse moneys due STATE within thirty (30) days of discovery or demand, or within such other period as may be agreed in writing between the Parties hereto, STATE is authorized to intercept and withhold future payments due to MPO from STATE or any third-party source, including, but not limited to, the State Treasurer, the State Controller or any other fund source.

### **Section 5. Parties of Agreement**

- A. This MFTA, OWP, annual OWPA, and any related agreements are solely between the named parties thereto and no express or implied benefit to entities or individuals not a party thereto is intended or to be inferred. There are no third-party beneficiaries to or of this MFTA or any OWP, or annual OWPA or any other agreement pertaining hereto.

### **Section 6. Hold Harmless and Indemnification Clause**

- A. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by MPO, its officers, employees, agents, contractors, sub-recipients, or subcontractors under or in connection with any work, authority or jurisdiction conferred upon MPO under this MFTA and/or each annual OWPA. It is understood and agreed that, pursuant to Government Code section 895.4, MPO shall fully defend, indemnify and hold harmless STATE and its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortuous, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by MPO, its officers, employees, agents, contractors, sub-recipients or subcontractors under this MFTA and each annual OWPA.
- B. Neither MPO nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by STATE, its officers, employees, agents, contractors, subrecipients, or subcontractors under or in connection with any work, authority, or jurisdiction conferred upon to STATE under this MFTA. It is understood and agreed that pursuant to Government Code section 895.4, STATE shall fully defend, indemnify and hold harmless MPO, its officers and employees from all claims, suits, or actions of every name, kind and description brought forth under, including, but not limited to, tortuous, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE, its officers, employees, agents, contractors, sub-recipients or subcontractors under this MFTA.

**Section 7. Default**

- A. In the event that MPO (a) fails to comply with applicable Federal and State laws and regulations; (b) fails to timely proceed with OWP in accordance with the MFTA or OWPA; or (c) otherwise materially violates the terms and conditions of this MFTA and/or OWPA, STATE reserves the right to terminate all funding for that OWP, or a portion thereof. Any such termination shall be accomplished by delivery to MPO of a Notice of Termination, which notice shall become effective not less than thirty (30) days after receipt specifying the reason for the termination, the extent to which funding of work under this MFTA is terminated and the date upon which such termination becomes effective. During the period before the termination date becomes effective, MPO and STATE shall meet to try to resolve any dispute. No such termination shall become effective if: (a) during the process described in Article V, Section 3, the termination is stayed, (b) within the thirty (30) day period after receipt of the Notice of Termination, MPO either cures the default, or (c) if that default is not reasonably susceptible to cure within said thirty (30) day period, STATE approves a MPO plan and MPO thereafter diligently completes the cure in a manner and timeline acceptable to STATE.
- B. If STATE terminates funding for OWP pursuant to the above paragraph A, STATE shall pay MPO the sum due MPO under the annual OWPA for eligible work performed prior to termination.

**Section 8. Termination**

- B. This MFTA shall remain in full force and effect until the termination date stated on Page 1 of this MFTA, unless superseded or terminated in conformance with Section 7 of this Article. All indemnification, document retention, audit, claims, and legal challenge articles will remain in effect until terminated or modified in writing by mutual agreement or expiry by statute of limitations.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

By: \_\_\_\_\_  
Contract Officer

Date: \_\_\_\_\_

MADERA COUNTY TRANSPORTATION COMMISSION

By: \_\_\_\_\_  
Executive Director

Date: \_\_\_\_\_

By: \_\_\_\_\_  
Attorney

Date: \_\_\_\_\_

APPENDICES

- A Overall Work Program Agreement
- B Request for Reimbursement
- B2 Request for Reimbursement Support Documentation
- C Closeout Documentation
- D DBE Contract Language (required)
- D2 DBE Semi-Annual Report
- D3 DBE Awards and Commitments
- D4 DBE Utilization Report
- D5 DBE Good Faith Efforts and Documentation
- E Federal Certifications and Assurances
- F Board Resolution

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

In the matter of  
**THE POLICY BOARD OF THE MADERA  
COUNTY TRANSPORTATION COMMISSION  
AUTHORIZING THE EXECUTION OF THE  
MASTER FUND TRANSFER AGREEMENT  
(MFTA) FOR THE PERIOD OF JANUARY 1,  
2025, TO DECEMBER 31, 2034**

Resolution No.: **24-12**

**WHEREAS**, the Madera County Transportation Commission (MCTC) has been designated by the State of California as the Metropolitan Planning Organization (MPO) for the Madera County region; and

**WHEREAS**, the Madera County Transportation Commission receives federal and state funding administered by the California Department of Transportation, Office of Regional and Community Planning; and

**WHEREAS**, the California Department of Transportation, Office of Regional and Community Planning, which administers the funds detailed in the MFTA, requires the execution of a Master Fund Transfer Agreement authorized by a resolution from the governing board of a local or regional agency; and

**WHEREAS**, the Madera County Transportation Commission is an eligible recipient of federal, state, and local funding; and

**WHEREAS**, the Executive Director is authorized to enter into contracts for grants awarded from federal, state, and local funding; and

**WHEREAS**, the Madera County Transportation Commission Policy Board intends to delegate the authority to execute any agreements and amendments to the Executive Director;

**NOW, THEREFORE, LET IT BE RESOLVED, THAT THE POLICY BOARD OF THE MADERA COUNTY TRANSPORTATION COMMISSION HEREBY:**

1. Authorizes the Executive Director or their designee to execute the Master Fund Transfer Agreement (MFTA) with the California Department of Transportation;
2. Agrees to comply with all conditions and requirements outlined in the MFTA, as well as applicable statutes, regulations, and guidelines for all state and federal funds administered by the California Department of Transportation, Office of Regional and Community Planning;

3. Authorizes the Executive Director or their designee to undertake any further actions necessary to implement the MFTA, including executing amendments and other documents requiring the signature of an official representative of the Madera County Transportation Commission.

The foregoing resolution was adopted this 23rd day of October 2024 by the following vote:

Commissioner Gonzalez  
Commissioner Gallegos  
Commissioner Ahmed  
Commissioner Poythress  
Commissioner Rodriguez  
Commissioner Rogers

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Chair, Madera County Transportation Commission

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Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 9-A

**PREPARED BY:** Patricia Taylor, Executive Director

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**SUBJECT:**

Change of Meeting Date

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The regularly scheduled meeting on November 20, 2024, for the Madera County 2006 Transportation Authority has been changed. The meeting will now be held on December 4, 2024, at 3:00 pm.

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 10-A

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

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**SUBJECT:**

Measure T Renewal Update

**Enclosure:** No

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

**SUMMARY:**

A verbal update from staff will be provided regarding the Measure T Renewal efforts, including public education and outreach.

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of October 23, 2024

**AGENDA ITEM:** 10-B

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

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**SUBJECT:**

Amended Agreement – California Department of Tax and Fee Administration (CDTFA),  
Resolution 24-04

**Enclosure:** Yes

**Action:** Authorize the Executive Director to execute an Amended Agreement between the Authority and the California Department of Tax and Fee Administration – Resolution 24-04

**SUMMARY:**

The Authority entered into an agreement with the State beginning April 1, 2007, to perform all functions incident to the administration and operations of the Measure T Sales Tax Ordinance. The agreement was amended in June 2010 in response to the issuance of the Measure T public offering bond. The amendment caused the funds to be sent to the trustee, Bank of New York Mellon, to secure funding for the repayment of the bonds. All the bonds have now been paid and the Authority and the trustee agree that the funds should now be sent directly to the Authority. For informational purposes the Authority funds are housed at the County Treasury. This change in the routing of funds requires an amended and restated agreement with CDTFA.

Attached is the Amended Agreement and Resolution 24-04 authorizing the Executive Director to execute the agreement.

**FISCAL IMPACT:**

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



**AMENDED AND RESTATED AGREEMENT FOR STATE ADMINISTRATION  
OF DISTRICT TRANSACTIONS AND USE TAXES**

The Madera County 2006 Transportation Authority (hereinafter "District") and the California Department of Tax and Fee Administration, (hereinafter called the "Department") enter into this Amended and Restated Agreement to provide for the administration of taxes pursuant to the provisions of the Transactions and Use Tax Law (Division 2, Part 1.6 of the Revenue and Taxation Code (hereinafter "District Taxes").

**RECITALS**

WHEREAS, as authorized pursuant to Ordinance 2006-01, adopted June 21, 2006, the District entered into an "Amended Agreement for State Administration of District Transactions and Use Taxes" (the "Existing Agreement") with the Department, which was effective on June 1, 2010, and continues in effect;

WHEREAS, from and after April 1, 2007, the Department has performed all functions incident to the administration and operations of the hereinafter defined District Ordinance; and

WHEREAS, from and after June 1, 2010, the Department has performed all amended functions incident to the administration and operations of the hereinafter defined District Ordinance; and

WHEREAS, the District and the Department desire to amend and restate the Existing Agreement as set forth herein;

**AGREEMENT**

The Department and the District enter into this "Amended and Restated Agreement for State Administration of District Transactions and Use Taxes" (hereinafter this "Agreement") to carry out the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code and the District Ordinance, a copy of which District Ordinance is attached hereto as Exhibit A. The Department and the District agree that this Agreement will supersede the Existing

Agreement. This Agreement will become operative on **January 1, 2025**, to provide for the Department's administration and operation of the District Ordinance pursuant to the District Ordinance.

## ARTICLE I DEFINITIONS

Unless the context requires otherwise, wherever the following terms appear in the Agreement, they shall be interpreted to mean the following:

1. "District taxes" shall mean the transactions and use taxes, penalties, and interest imposed under an ordinance specifically authorized by Revenue and Taxation code Section 180201, and in compliance with Part 1.6, Division 2 of the Revenue and Taxation Code.

2. "District Ordinance" shall mean the District's Transactions and Use Tax Ordinance referred to above and attached hereto, Ordinance No.2006-01, as amended from time to time, or as deemed to be amended from time to time pursuant to Revenue and Taxation Code Section 7262.2.

## ARTICLE II ADMINISTRATION AND COLLECTION OF DISTRICT TAXES

**A. Administration.** The Department and District agree that the Department shall perform exclusively all functions incident to the administration and operation of the District Ordinance.

**B. Other Applicable Laws.** District agrees that all provisions of law applicable to the administration and operation of the State Sales and Use Tax Law which are not inconsistent with Part 1.6 of Division 2 of the Revenue and Taxation Code shall be applicable to the administration and operation of the District Ordinance. District agrees that money collected pursuant to the District Ordinance may be deposited into the State Treasury to the credit of the Retail Sales Tax Fund and may be drawn from that Fund for any authorized purpose, including making refunds, compensating and reimbursing the Department pursuant to Article IV of this Agreement, and transmitting to District the amount to which District is entitled.

**C. Transmittal of money.**

1. For the period during which the tax is in effect, and except as otherwise provided herein, all district taxes collected under the provisions of the District Ordinance shall be transmitted to District periodically as promptly as feasible, but not less often than twice in each calendar quarter.

2. For periods subsequent to the expiration date of the tax whether by District's self-imposed limits or by final judgment of any court of the State of California holding that District's ordinance is invalid or void, all district taxes collected under the provisions of the District Ordinance shall be transmitted to District not less than once in each calendar quarter.

3. Transmittals may be made by mail or electronic funds transfer to an account of the District designated and authorized by the District. A statement shall be furnished at least quarterly indicating the amounts withheld pursuant to Article IV of this Agreement.

**D. Rules.** The Department shall prescribe and adopt such rules and regulations as in its judgment are necessary or desirable for the administration and operation of the District Ordinance and the distribution of the district taxes collected thereunder.

**E. Preference.** Unless the payor instructs otherwise, and except as otherwise provided in this Agreement, the Department shall give no preference in applying money received for state sales and use taxes, state-administered local sales and use taxes, and district transactions and use taxes owed by a taxpayer, but shall apply moneys collected to the satisfaction of the claims of the State, cities, counties, cities and counties, redevelopment agencies, other districts, and District as their interests appear.

**F. Security.** The Department agrees that any security which it hereafter requires to be furnished by taxpayers under the State Sales and Use Tax Law will be upon such terms that it also will be available for the payment of the claims of District for District taxes owing to it as its interest appears. The Department shall not be required to change the terms of any security now held by it, and District shall not participate in any security now held by the Department.

**G. Records of the Department.** When requested by resolution of the legislative body of the District under section 7056 of the Revenue and Taxation Code, the Department agrees

to permit authorized personnel of the District to examine the records of the Department, including the name, address, and account number of each seller holding a seller's permit with a registered business location in the District, pertaining to the ascertainment of transactions and use taxes collected for the District. Information obtained by the District from examination of the Department's records shall be used by the District only for purposes related to the collection of transactions and use taxes by the Department pursuant to this Agreement.

**H. Annexation.** District agrees that the Department shall not be required to give effect to an annexation, for the purpose of collecting, allocating, and distributing District transactions and use taxes, earlier than the first day of the calendar quarter which commences not less than two months after notice to the Department. The notice shall include the name of the county or counties annexed to the extended District boundary. In the event the District shall annex an area, the boundaries of which are not coterminous with a county or counties, the notice shall include a description of the area annexed and two maps of the District showing the area annexed and the location address of the property nearest to the extended District boundary on each side of every street or road crossing the boundary.

### **ARTICLE III**

#### **ALLOCATION OF TAX**

**A. Allocation.** In the administration of the Department's contracts with all districts that impose transactions and use taxes imposed under ordinances, which comply with Part 1.6 of Division 2 of the Revenue and Taxation Code:

1. Any payment not identified as being in payment of liability owing to a designated district or districts may be apportioned among the districts as their interest appear, or, in the discretion of the Department, to all districts with which the Department has contracted using ratios reflected by the distribution of district taxes collected from all taxpayers.

2. All district taxes collected as a result of determinations or billings made by the Department, and all amounts refunded or credited may be distributed or charged to the respective districts in the same ratio as the taxpayer's self-declared district taxes for the period for which the determination, billing, refund or credit applies.

**B. Vehicles, Vessels, and Aircraft.** For the purpose of allocating use tax with respect to vehicles, vessels, or aircraft, the address of the registered owner appearing on the application for registration or on the certificate of ownership may be used by the Department in determining the place of use.

#### **ARTICLE IV COMPENSATION**

The District agrees to pay to the Department as the Department's cost of administering the District Ordinance such amount as is provided for by law. Such amounts shall be deducted from the taxes collected by the Department for the District.

#### **ARTICLE V MISCELLANEOUS PROVISIONS**

**A. Communications.** Communications and notices may be sent by first class United States mail to the addresses listed below, or to such other addresses as the parties may from time to time designate or through email at [jsservices@cdtfa.ca.gov](mailto:jsservices@cdtfa.ca.gov). If and when communications and notices may include confidential information, communications and notices must be sent through encrypted email at [jsservices@cdtfa.ca.gov](mailto:jsservices@cdtfa.ca.gov) or by mail.

Communications and notices to be sent to the Department shall be addressed to:

**California Department of Tax and Fee Administration**  
P.O. Box 942879  
Sacramento, California 94279-0027  
Attention: Administrator  
Local Revenue Branch

Communications and notices to be sent to the District shall be addressed to:

Madera County 2006 Transportation Authority  
2001 Howard Road, Suite 201  
Madera, California 93637  
Attention: Executive Director

**Unless otherwise directed, transmittals of payment of District transactions and use taxes will be sent to the address above.**

**B. Term.** The date of this Agreement is the date on which it is approved by the Department of General Services. The Agreement shall take effect on **January 1, 2025**. This Agreement shall continue until December 31 next following the expiration date of the District Ordinance, and shall thereafter be renewed automatically from year to year until the Department completes all work necessary to the administration of the District Ordinance and has received and disbursed all payments due under that Ordinance.

**C. Notice of Repeal of Ordinance.** District shall give the Department written notice of the repeal of the District Ordinance not less than 110 days prior to the operative date of the repeal.

## **ARTICLE VI**

### **ADMINISTRATION OF TAXES IF THE ORDINANCE IS CHALLENGED AS BEING INVALID**

#### **A. Impoundment of funds.**

1. When a legal action is begun challenging the validity of the imposition of the tax, the District shall deposit in an interest-bearing escrow account, any proceeds transmitted to it under Article II. C., until a court of competent jurisdiction renders a final and non-appealable judgment that the tax is valid.

2. If the tax is determined to be unconstitutional or otherwise invalid, the District shall transmit to the Department the moneys retained in escrow, including any accumulated interest, within ten days of the judgment of the trial court in the litigation awarding costs and fees becoming final and non-appealable.

**B. Costs of administration.** Should a final judgment be entered in any court of the State of California, holding that District's Ordinance is invalid or void, and requiring a rebate or

refund to taxpayers of any taxes collected under the terms of this Agreement, the parties mutually agree that:

1. Department may retain all payments made by the District to Department to prepare to administer the District Ordinance.

2. District will pay to Department and allow Department to retain Department's cost of administering the District Ordinance in the amounts set forth in Article IV of this Agreement.

3. The District will pay to Department or to the State of California the amount of any taxes plus interest and penalties, if any, that Department or the State of California may be required to rebate or refund to taxpayers.

4. District will pay to Department its costs for rebating or refunding such taxes, interest, or penalties. Department's costs shall include its additional cost for developing procedures for processing the rebates or refunds, its costs of actually making these refunds, designing and printing forms, and developing instructions for Department's staff for use in making these rebates or refunds and any other costs incurred by Department which are reasonably appropriate or necessary to make those rebates or refunds. These costs shall include Department's direct and indirect costs as specified by Section 11256 of the Government Code.

5. Costs may be accounted for in a manner which conforms to the internal accounting, and personnel records currently maintained by the Department. The billings for such costs may be presented in summary form. Detailed records will be retained for audit and verification by District.

6. Any dispute as to the amount of costs incurred by Department in refunding taxes shall be referred to the State Director of Finance for resolution and the Director's decision shall be final.

7. Costs incurred by Department in connection with such refunds shall be billed by Department on or before the 25th day of the second month following the month in which the

judgment of a court of the State of California holding District's Ordinance invalid or void becomes final. Thereafter Department shall bill District on or before the 25th of each month for all costs incurred by Department for the preceding calendar month. District shall pay to Department the amount of such costs on or before the last day of the succeeding month and shall pay to Department the total amount of taxes, interest, and penalties refunded or paid to taxpayers, together with Department costs incurred in making those refunds.

MADERA COUNTY 2006  
TRANSPORTATION AUTHORITY

CALIFORNIA DEPARTMENT OF TAX  
AND FEE ADMINISTRATION

By \_\_\_\_\_  
(Signature)

By \_\_\_\_\_  
Administrator  
Local Revenue Branch

\_\_\_\_\_  
Patricia Taylor

Date:

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
(Date)



**BEFORE  
THE DIRECTORS OF THE  
2006 MADERA COUNTY TRANSPORTATION AUTHORITY  
COUNTY OF MADERA, STATE OF CALIFORNIA**

In the matter of  
**AUTHORIZING THE EXECUTIVE DIRECTOR TO  
EXECUTE AMENDED AND RESTATED  
AGREEMENT WITH THE CALIFORNIA  
DEPARTMENT OF TAX AND FEE  
ADMINISTRATION FOR IMPLEMENTATION  
OF A LOCAL TRANSACTIONS AND USE TAX**

Resolution No.: **24-04**

**WHEREAS**, on June 21, 2006, the Madera County Transportation Authority (Authority) approved Ordinance No. 2006-01 providing for a local transactions and use tax; and

**WHEREAS**, the California Department of Tax and Fee Administration (Department) administers and collects the transactions and use taxes for all applicable jurisdictions within the state; and

**WHEREAS**, the Department will be responsible to administer and collect the transactions and use tax for the County; and

**WHEREAS**, the Department requires that the Authority enter into an "Administration Agreement"; and

**WHEREAS**, the Department requires that the 2006 Madera County Transportation Authority authorize the "Amended and Restated Agreement for State Administration of District Transaction and Use Taxes";

**NOW, THEREFORE BE IT RESOLVED** by the Madera County 2006 Transportation Authority that the "Amended and Restated Agreement" attached as Exhibit A is hereby approved and the Executive Director is hereby authorized to execute the Amended Agreement.

The foregoing resolution was adopted this 23<sup>rd</sup> day of October 2024 by the following vote:

Commissioner Gonzalez	_____
Commissioner Gallegos	_____
Commissioner Ahmed	_____
Commissioner Poythress	_____
Commissioner Rodriguez	_____
Commissioner Rogers	_____

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Chair, Madera County Transportation Authority

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Executive Director, Madera County Transportation Commission