



Meeting of the
Madera County Transportation Commission
Policy Board Meeting

LOCATION

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

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

DATE

December 22, 2021

TIME

3:00 PM

Policy Board Members

Commissioner Jose Rodriguez, Chair
Commissioner Tom Wheeler, Vice Chair
Commissioner Waseem Ahmed
Commissioner Brett Frazier
Commissioner Robert Poythress
Commissioner Cecelia Gallegos

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

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



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

SPECIAL NOTICE

Important Notice Regarding COVID 19

The meeting of December 22, 2021 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 2, as adopted by the Madera County Transportation Commission Policy Board on November 17, 2021. The meeting will be conducted through a hybrid combination of in-person and/or all virtual attendance of the six members of the Policy Board and invited staff at the **Madera County Board Chambers, 200 West 4th Street, 1st Floor, Madera, California 93637** and via teleconference using the GoToWebinar platform. Public is highly encouraged using the virtual platform via a computer, tablet, or smartphone as there will be very limited seating at the Board Chambers.

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<https://attendee.gotowebinar.com/register/6928302462349138444>

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1 (213) 493-0005 or 1 (866) 901-6455 (Toll Free)

Access Code: 363-910-520

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If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to publiccomment@maderactc.org or by calling 559-675-0721 ext. 7. Comments will be shared with the Policy Board and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

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

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

AGENDA

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

INTERPRETING SERVICES

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

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MEETING CONDUCT

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

RECORD OF THE MEETING

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

Agenda

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

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

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. **TRANSPORTATION CONSENT ITEMS**

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

[4-A.](#) 2021 Traffic Monitoring Program Report

Enclosure: No

Action: Accept the 2021 Traffic Monitoring Program Report

[4-B.](#) Clean California Local Grant Program Call for Projects

Enclosure: Yes

Action: Information and Discussion Only

[4-C.](#) Caltrans Smart Mobility Framework Guide 2020

Enclosure: No

Action: Information and Discussion Only

4-D. Active Transportation Resource Center Disadvantaged Communities Technical Assistance Program

Enclosure: No

Action: Information and Discussion Only

4-E. Transit and Intercity Rail Capital Program (TIRCP) 2022 Award Cycle

Enclosure: No

Action: Information and Discussion Only

4-F. United States Department of Transportation (U.S. DOT) Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Grant Award List

Enclosure: No

Action: Information and Discussion Only

4-G. MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 4 – (Type 1 – Administrative Modification)

Enclosure: No

Action: Ratify

4-H. MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 5 – (Type 1 – Administrative Modification)

Enclosure: No

Action: Ratify

4-I. MCTC Social Media – Executive Decision

Enclosure: No

Action: Information and Discussion Only

4-J. Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 3

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 3

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

5-A. Infrastructure Investment and Jobs Act of 2021 (IIJA)

Enclosure: Yes

Action: Information and Discussion Only

5-B. Draft – MCTC 2022 State Legislative Platform

Enclosure: Yes

Action: Information and Discussion Only

5-C. SR 99 Summit – Save the Date

Enclosure: Yes

Action: Information and Discussion Only

5-D. 2022 Regional Transportation Plan and Sustainable Communities Strategy – Public Outreach Update

Enclosure: No

Action: Information and Discussion Only

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

7. ADMINISTRATIVE CONSENT ITEMS

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

7-A. Executive Minutes – November 17, 2021

Enclosure: Yes

Action: Approve November 17, 2021, meeting minutes

7-B. Transportation Development Act (LTF, STA) – Allocation, Resolution 21-13 Amendment No. 1, Resolution 21-14 Amendment No. 1

Enclosure: Yes

Action: Approve Resolution 21-13 Amendment No. 1, Resolution 21-14 Amendment No. 1

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

8-A. FY 2021-22 Overall Work Program & Budget – Amendment No. 2

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 2

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. Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 3

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 3

10. AUTHORITY – ACTION/DISCUSSION ITEMS

NONE

OTHER ITEMS

11. MISCELLANEOUS

11-A. Items from Caltrans

11-B. Items from Staff

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 December 22, 2021

AGENDA ITEM: 4-A

PREPARED BY: Nicholas Dybas, Associate Regional Planner

SUBJECT:

2021 Traffic Monitoring Program Report

Enclosure: No

Action: Accept the 2021 Traffic Monitoring Program Report

SUMMARY:

The Madera County Traffic Monitoring Program – 2021 Traffic Volume Report has been developed as part of MCTC’s FY 2021-22 Overall Work Program (OWP). This report is published annually and provides current traffic count information for planning and engineering projects.

The full report, including all supporting data, is available on the [Madera County Transportation Commission website](#).

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of December 22, 2021

AGENDA ITEM: 4-B

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Clean California Local Grant Program Call for Projects

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The California Department of Transportation (Caltrans) is developing the [Clean California Local Grant Program](#) as part of the nearly \$1.1 billion Clean California Program, which makes a serious investment in beautifying our local communities to create spaces of pride for all Californians. The two-year Clean California Local Grant Program includes approximately \$296 million for communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to restore pride in public spaces.

The Call for Projects is open. The program guidelines, application materials, grant agreement, and FAQs are finalized, and Caltrans is ready to start accepting grant applications. Guidelines are included in the packet; other materials can be found at: [Guidelines and Application Documents](#). Grant applications are due by February 1, 2022.

FISCAL IMPACT:

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

Clean California Local Grant Program

Program Guidelines

Contents

Clean California Local Grant Program Overview	3
Background	3
Budget	3
Goals.....	3
Schedule	4
Eligibility	4
Eligible Applicants	4
Eligible Project Types.....	4
Example Projects.....	5
Eligible Project Area	5
Eligible Activities and Expenses.....	6
Ineligible Activities and Expenses	7
Selection Criteria.....	7
Underserved Communities	8
Other Selection Considerations	10
Local Match Requirement	10
Calculating SOD of the Community Surrounding the Project and Local Match Requirement	11
Local Match Sources	14
Payment Process.....	14
Advance Payment Process.....	15
Conditions.....	16
Additional Conditions.....	16
Advance Payment Requests.....	18
Project Application Process.....	18
Conflict of Interest	19
Scoring Criteria	19

- 1. Narrative 20
- 2. Project's Population Benefit (PB) to Overall Community 22
- 3. Project's *Relative* PB to Underserved Communities 23
- 4. Demonstrated Community Need 23
- 5. Project's Outcomes Assessment 24
- 6. Scope, Cost, and Schedule 24
- Other Attachments..... 24
- Project Award Process..... 24
- Grant Agreement Processing 25
- Grant Project Administrative Requirements 25
 - Sub-contracts 25
 - Financial Requirements 25
 - Accounting Requirements 25
 - Audits and Investigations 26
 - Reporting..... 26
 - Project Photos..... 26
 - Project Amendments 27
- Program Evaluation 27
- Appendix A.0. Example Calculations to Determine Required Local Match for a Fictitious Project..... 28
- Appendix A.1. Definition of the Project's Population Benefit (Overall) 32
- Appendix A.2. Definition of the Project's Relative Population Benefit (PB) (Underserved Communities) 33
- Appendix A.3. Forms for Calculating Population Benefit (PB) (Overall) and Relative PB (Underserved Community) 34
- Appendix A.4. Example PB (Overall) and Relative PB (Underserved Communities) Calculations Performed for a Fictitious Project 42
- Appendix B1. Demonstrated Community Need Assessment Form 49
- Appendix B2. Project's Outcomes Assessment Form 55
- Appendix B3. Example of Forms B1 and B2 Completed for a Fictitious Project ... 61

Clean California Local Grant Program Overview

Background

The Clean California Local Grant Program (CCLGP) is a competitive statewide program created to beautify and clean up local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces. Assembly Bill 149 (Sec.16) created the CCLGP of 2021 and was codified under Streets and Highway Code §91.41 et al. The Program is one part of the nearly \$1.1 billion Clean California initiative that takes direct aim at the continuous trash generation that has overwhelmed California Department of Transportation (Caltrans) and its partners. Other parts of the Clean California initiative include litter abatement efforts, state beautification and safety projects, and public education campaigns. Significant investments in time and resources are needed to collect, recycle, and dispose of litter and hazardous waste.

These guidelines describe the policies, criteria, and procedures for the development, adoption, and management of the CCLGP. The guidelines were developed in consultation with representatives from Caltrans and through public workshops that included participation from local government agencies, transit agencies, and tribal governments, among other stakeholders.

Budget

The program is funded by \$296 million dollars in fiscal year 2021/22 General Fund money. All projects must be completed and all funds must be expended by June 30, 2024.

Each grant award shall not exceed five million dollars (\$5,000,000). There is no minimum award.

Goals

Pursuant to statute, the intent of the CCLGP is to achieve the following goals:

- (1) Reduce the amount of waste and debris within public rights -of -way, pathways, parks, transit centers, and other public spaces.
- (2) Enhance, rehabilitate, restore, or install measures to beautify and improve public spaces and mitigate the urban heat island effect.
- (3) Enhance public health, cultural connections, and community placemaking by improving public spaces for walking and recreation.
- (4) Advance equity for underserved communities.

Schedule

The following schedule lists the major milestones for the CCLGP. Visit <https://cleancalifornia.dot.ca.gov/local-grants> for the most up-to-date information, including the forthcoming final dates for application workshops #4 and #5. Also note that no action is needed from applicants at the Call for Projects Announcement. On this day, final program documents will be released for applicants to view.

Grant Program Timeline

Milestone	Date
Public Workshop #1	September 1, 2021
Public Workshop #2	October 7, 2021
Application Workshop #3	November 18, 2021
Call for Projects Announcement	December 1, 2021
Application Workshop #4	Mid-December 2021
Application Workshop #5	Mid-January 2022
Project Application Deadline	February 1, 2022
Project Award Notification	March 1, 2022
Date by when projects must be completed and all funds expended. If the project involves infrastructure components, all components must be opened to the public and all funds expended by this date.	June 30, 2024
Date by when final invoicing and project closeout must be complete.	December 31, 2024

Eligibility

Eligible Applicants

The applicant must be a local or regional public agency, transit agency, or [federally recognized tribal government](#). Nonprofit organizations may partner with eligible applicants, as sub-applicants.

Eligible Project Types

Eligible projects meet the goals of the CCLGP and may include, but not be limited to:

- Infrastructure related community litter abatement and beautification projects.
- Non-infrastructure related community litter abatement events and/or educational programs.

Example Projects

- Beautification and placemaking of existing public spaces, including but not limited to:
 - Community park space/public space.
 - Transit centers.
 - Park-and-ride facilities.
 - Viaducts, underpasses, or overpasses.
- Educational campaigns or community events about litter abatement, proper waste disposal or how to get involved with doing sanctioned artwork in a community.
- A combination of project types, including beautification and educational projects.

Eligible Project Area

The location of the projects within the CCLGP are determined by the applicant. It is recommended that projects are accessible by a multimodal transportation network. Eligible project locations may include projects located on local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces.

Projects that encroach on Caltrans right-of-way are allowed; however, the applicant must demonstrate that all necessary right-of-way clearances, encroachment permits, and other permits can be obtained, and the project completed, by June 30, 2024. For more information on Caltrans Encroachment Permits, including contact information for local District Encroachment Permit Offices, see <https://dot.ca.gov/programs/traffic-operations/ep>.

Art projects on Caltrans right-of-way also need to complete and abide by the [Caltrans' Transportation Art Process](#). This includes:

- Separate approval by the Caltrans Transportation Art program.
- Artwork ownership, including copyrights, assigned to Caltrans, with rights licensed back to the artist.
- Waiver of moral rights (California Civil Code § 987).
- Adhering to Transportation Art content restrictions.
- Maintenance plan/funding (i.e. graffiti abatement).

See Caltrans' [Transportation Art Guidelines for Local Agencies](#) and the [Transportation Art Proposal](#) for details. [Gateway Monuments](#) and [Community Identification](#) projects on Caltrans right-of-way entail separate processes and requirements.

Eligible Activities and Expenses

Eligible activities must meet CCLGP goals. Examples of eligible features within the project area include:

- Enhanced paving to address the needs of the space, using permeable pavements where possible.
- Pavement alternatives, such as wood chips.
- Inert material, such as rubberized pavement.
- Shade structures.
- Shade trees or drought-tolerant plantings.
- Irrigation systems.
- Bioretention, swales, and other green street elements.
- Architectural fencing.
- Art installations, including community identification or cultural elements.
An art installation should:
 - Be appropriate and safe to its proposed setting.
 - Be in proper scale with its surroundings.
 - Be composed of materials that are durable for the projected lifespan.
 - Include graphics or sculptural artwork that express unique attributes of an area's history, resources, or character.
 - Not display symbols or icons, including but not limited to, logos or political and commercial symbols. Sponsor recognition should be unobtrusive, discreet, and not appear to be an integral part of the artwork.
 - Not display text.
 - Be designed to minimize ongoing maintenance needs.
- [Gateway Monuments](#) and [Community Identification](#) projects. If these are on Caltrans right-of-way, they have different requirements than art installations.
- Human-scale, energy-conserving lighting.
- Walking and/or biking facilities through the space.
- Wayfinding signage.
- Amenities related to proper waste collection or prevention (e.g., signage, bins, etc.).

- Seating and play equipment.
- Public bathrooms and water fountains.
- Travel Expenses: Grant recipients may be eligible to claim travel expenses if they have been approved in the scope, cost, and schedule included in the grant agreement. Travel expenses and per diem rates are not to exceed the rate specified by the State of California Department of Personnel Administration for similar employees (i.e. non-represented employees). For more information on eligible travel expenses, visit the [Caltrans Travel Guide Website](#).

Ineligible Activities and Expenses

Some activities or project components are not eligible for reimbursement under this grant program. If an application has any of the following elements and is seeking reimbursement for any of them, it will be disqualified.

Ineligible activities and expenses include:

- Displacing people experiencing homelessness.
- Acquisition of rights-of-way or land.
- Work performed prior to or after the execution of the grant agreement.
- Acquisition of vehicles or shuttle programs.
- Other items unrelated to the project or CCLGP goals.
- Maintenance of a project improvement for this grant agreement is not a reimbursable expense (however it can be an [in-kind contribution](#) if it occurs prior to June 30, 2024).
- Other activities that extend beyond June 30, 2024.

Selection Criteria

Selection criteria focuses on demonstrated benefits and needs including, but not limited to:

- Demonstrated need of the applicant and ability to achieve the program's goals.
- Demonstrated enhancement and beautification of a public space(s), including improved access to the space.
- Enhanced greening to provide shade, reduce the urban heat island effect, and use native, drought-tolerant plants.
- Abatement of litter and debris to improve access and use of public space(s).
- Public engagement that reflects community priorities and is consistent with local or regional plans such as General Plans, Improvement Plans,

bicycle and/or pedestrian plans, and complete street plans. The project should also align with the public outreach that occurred during the preparation of these plans.

- Identification of the [population benefit](#), including to [underserved communities](#). Projects that demonstrate a benefit to an underserved community, either directly or indirectly, will be more competitive. For these projects, applicants must explain which underserved community is benefited, how the project benefits that community, and the percentage of the work and budget that benefits that community.
- Project deliverability, in which projects are open to public and/or all funds are expended by June 30, 2024.

Underserved Communities

No less than 50 percent of the CCLGP funds are to fund projects that benefit underserved communities. An eligible project should clearly demonstrate a benefit to an underserved community or be directly located in an underserved community.

The definition for these communities may include disadvantaged and low-income communities, as defined in Sections 39711 and 39713 of the California Health and Safety Code, or another metric with verifiable information that identifies underserved communities. To qualify, the community served by the project must meet at least one of the following criteria:

- **Option 1. Area Median Income:** Is less than 80% of the statewide median based on the most current Census Tract level data from the 2019 American Community Survey 5-Year Estimates (<\$60,188). Communities with a population less than 15,000 may use data at the Census Block Group level. Unincorporated communities may use data at the Census Place level. Data is available at the [United States Census Bureau Website](#).
- **Option 2. CalEnviroScreen:** An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0¹) scores (score must be greater than or equal to 39.34). The mapping tool can be found [here](#) and the list can be found under "[Background: SB 535 Identification of Disadvantaged Communities \(2017\)](#)."

¹ During the development of these guidelines, the final CalEnviroScreen 4.0 was released. Since the SB 535 List of Disadvantaged Communities based on CalEnviroScreen 4.0 is in draft at time of writing, applicants should use CalEnviroScreen 3.0 rather than 4.0.

- **Option 3. National School Lunch Program:** Based on pre-pandemic data², at least 75% of public-school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at the [California Department of Education website](#).
- **Option 4. Healthy Places Index:** The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions, based on 25 community characteristics. The scores are then converted to a percentile to compare a census tract to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and direct data can both be found on the [California Healthy Places Index website](#).
- **Option 5. Native American Tribal Lands:** The project is located within or partially within:
 - Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria),
 - Lands owned by or held in trust for an Indian tribe,
 - Allotted lands, and/or
 - Sensitive tribal areas (which might include areas in which a Native American Tribe has a significant interest, such as traditional cultural properties and sacred sites).
- **Other:** If the project will benefit an underserved community, but the project does not meet any of the criteria above, other means of qualifying may be submitted with the application for consideration as Attachment J in Section 3.1 of the application, "ATTACHMENTS". Suggested alternative assessment methods that can be submitted under this category include:
 - Census data that represents a small neighborhood or unincorporated area. Submit a quantitative assessment, such as a survey, to demonstrate that the community's median household income is at or below 80% of the state median household income.
 - CalEnviroScreen data that represents a small neighborhood or unincorporated area. Submit an assessment to demonstrate that the community's CalEnviroScreen score is at or above 39.34.

² During the development of these guidelines, the National School Lunch Program started offering free lunches to all students. Thus, if an applicant still wants to use this option, it is recommended that pre-pandemic data be used.

- o A regional definition such as “environmental justice communities” or “communities of concern,” which must be stratified based on severity. It must also be based on a robust public outreach process that includes community stakeholder input. A regional definition of underserved communities must be used for the region’s broader planning purposes. It must be adopted as part of a regular 4-year cycle adoption of a Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) by a Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA), per obligations with Title VI of the Federal Civil Rights Act of 1964.

If you chose to define a community as underserved using a criterion other than one of the 5 options listed above, you must submit your criterion and justification for consideration as Attachment J in the application.

Other Selection Considerations

The State may consider additional factors in its selection decisions. These include, but are not limited to, the geographic distribution of awards, willingness to accept partial funding, and quality of the maintenance plan (which is not required for educational programs). The State may also consider the responsiveness and responsibility of the applicant, based on data such as previous performance on other grant programs.

Local Match Requirement

Required local match is the minimum percentage of the project’s funding the applicant commits to provide as a condition of accepting a program grant. The required local match will range from 0% (i.e., no local match required) to 50%. The percentage is determined **based on the “severity of disadvantage” (SOD) of the community surrounding the project**. The community surrounding the project is defined as all census tracts within a ¼ mile radius of the project site (or sites, if there are multiple locations.) The required local match will decrease as the SOD of the surrounding community increases. The SOD of the surrounding community is defined below and the relationship of the SOD to percent required local match can be found in Table 2, Severity of Disadvantage and Corresponding Local Match Requirement. Tribal Communities that qualify per Option 5 on Table 2 require zero local match.

Applicants will be held responsible for any local commitments at or above their minimum local match requirement as part of their grant agreement with Caltrans.

Calculating SOD of the Community Surrounding the Project and Local Match Requirement

How to calculate the SOD and the local match percentage is described below. The calculation forms must be submitted with the application as part of Attachment I.

$$\begin{aligned} \text{SOD of surrounding community} &= \text{Weighted average of the SODs of the surrounding census tracts.} \\ &= \frac{\text{Sum} [(Pop. CT 1 \times \text{metric score CT 1}) + (Pop. CT 2 \times \text{metric score CT 2}) + (Pop. CT N \times \text{metric score CT N...})]}{\text{Sum}(Pop. CT 1 + Pop. CT 2 + Pop. of CT N...)} \end{aligned}$$

Where:

- **Pop. CT** = Population of a census tract within a ¼ mile radius of the project site or sites.
- **Metric Score** = The underserved community score of a census tract is determined using one of the allowable 5 options listed in Table 2 of the guidelines.

When calculating SOD, the metric score of all census tracts must be determined using the same option. The 5 options are detailed above in the section “[Underserved Communities](#)”. If the community surrounding the project is considered underserved using multiple options, choose the option that best supports the community’s status as underserved.

Table 1. SOD of Community Surrounding the Project Site(s)					
List the Option Used to Determine SOD: (For definitions of each of the 5 options, see the section " Underserved Communities ".)					
Location Relative to Project Site(s)		Census Tract Number	Census Tract Population	Metric Score of Census Tract using the chosen option listed above.	SOD of Tract (3) x (4)
(1)		(2)	(3)	(4)	(5)
1	Project Site A				
2	Within a ¼ mile radius.				
3	Within a ¼ mile radius.				
4	Within a ¼ mile radius.				
5	Project Site B				
6	Within a ¼ mile radius.				
7	Within a ¼ mile radius.				
8	Within a ¼ mile radius.				
TOTALS					
SOD of Community Surrounding the Project			=	$\frac{\text{Total of Column 5}}{\text{Total of Column 3}}$	=

An example of a completed Table 1 is in [Appendix A.0](#).

Determine Required Local Match

Use the SOD of the community surrounding the project calculated above, and Table 2 below, to determine the required local match for your project.

Table 2. Severity of Disadvantage and Corresponding Local Match Requirement			
<i>SOD Criteria</i>	<i>Ranges for SOD of Community Surrounding the Project</i>	<i>Required Local Match %</i>	
Option 1: Area Median Income (AMI) compared to Statewide Median Income (SMI)*			
Data: Census Tract Level Data from the 2019 American Community Survey 5-year (ACS5) Estimates			
If the AMI SOD of the surrounding community is...	> \$60,188	Then local match is...	50
	\$56,426 to \$60,188		37.5
	\$52,665 to \$56,425		25
	\$48,903 to \$52,664		12.5
	< \$48,903		0
Option 2: CalEnviroScreen 3.0 Percentile Score			
Data: SB 535 List of Disadvantaged Communities or SB 535 Disadvantaged Communities Map			
If the CalEnviroScreen 3.0 SOD of the surrounding community is...	< 39	Then local match is...	50
	39 to 42		37.5
	43 to 46		25
	47 to 50		12.5
	> 50		0
Option 3: Percentage of Students that Receive Free or Reduced Lunches**			
Data: California Department of Education website			
If the Free Lunch SOD of the surrounding community is...	< 75	Then local match is ...	50
	75 to 79		37.5
	80 to 84		25
	85 to 89		12.5
	> 90		0
Option 4: Healthy Places Index (HPI) Score (use overall HPI score only)			
Data: California Healthy Places Index website			
If the HPI SOD of the surrounding community is...	> 25	Then local match is...	50
	21 to 25		37.5
	16 to 20		25
	10 to 15		12.5
	< 10		0
Option 5: Tribal Communities			
Data: List of Federally Recognized Tribal Governments in California			
If the project applicant or sub-applicant is a Federally Recognized Tribal Government or the project area is located within (or partially within) Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria), lands owned by or held in trust for an Indian tribe, allotted lands, and/or sensitive tribal areas (which might include areas in which a Native American Tribe has a significant interest such as traditional cultural properties and sacred sites).		Then the local match is...	0
*Communities with a population less than 15,000 may use data at the Census Block Group level. Unincorporated communities may use data at the Census Place level.			
**During the development of these guidelines, the National School Lunch Program started offering free lunches to all students. Thus, if an applicant still wants to use this option, it is recommended that pre-pandemic data be used.			

Local Match Sources

The local match can be all cash, all third-party in-kind contributions, or a combination of the two:

- Cash Match
 - Revenue sources for local cash match can include local sales tax, special bond measures, private donations, or private foundation contributions, among other sources. If federal funding is a source for local cash match, the entire project must comply with all federal requirements, which may affect the project schedule. Check the federal program guidelines for details.
 - Staff time from the primary applicant can be counted as cash match. However, staff time charged to a specific project that has already been funded and/or reimbursed cannot be used to meet the match requirement for a Clean CA project.
- Third-Party In-Kind Match
 - Third party in-kind contributions are typically goods and services donated from outside the primary applicant's agency. Examples include the value of donated:
 - Plants/trees.
 - Art resources (e.g., materials, labor, supplies).
 - Equipment and materials.
 - Volunteered time from stakeholders.
 - Other goods and services.
 - Maintenance activities related to the project if these occur prior to June 30, 2024.
 - If third party in-kind contributions are used to satisfy the local match requirements, all of them must be itemized in the application. If a project is awarded funds, as part of the grant agreement, the grant recipient will be asked to provide letters of commitment from each third-party contributor detailing what services are included with the match and a commitment to reaching the project completion date of June 30, 2024.

Payment Process

For an item to be eligible for payment, the primary use or function of that item must meet the program goals and be consistent with the approved grant scope and budget as well as applicable cost principles. Payments will be made by reimbursement unless advance payment is requested and approved.

The CCLGP is primarily a reimbursement program for eligible costs incurred. An implementing agency may begin incurring eligible costs upon execution of a grant agreement with Caltrans as well as receipt of notice to proceed from Caltrans.

Applicants may request advance payment. Requests must be included in the project application and include a justification to support the request, as detailed in the [Advance Payment Process](#) section.

Caltrans may provide funding directly to federally recognized Tribal governments, but only if a Tribal government is willing to grant a limited waiver of sovereign immunity for the purposes of their CCLGP project and for the duration of the project. As an alternative to waiving sovereign immunity, Tribal governments may consider applying as a sub-applicant through partnership with a public or transit agency.

If requesting reimbursement for indirect costs, grant recipients must have an approved Indirect Cost Allocation Plan/Indirect Cost Rate Proposal (ICAP/ICRP) agreement with Caltrans, or the grant recipient's cognizant agency, to be reimbursed. A "cognizant" agency is the Federal agency responsible for reviewing, negotiating, and approving cost allocation plans or indirect cost proposals.

An approved indirect cost rate must be included in the grant agreement. If the agency does not have a current ICAP/ICRP with Caltrans or its cognizant agency, it must submit an ICAP/ICRP request in accordance with the options and submission processes found on the following webpage:

<https://ig.dot.ca.gov/resources>. Agencies can also e-mail ICAP-ICRP@dot.ca.gov. The ICAP/ICRP documentation must be submitted with the work plan if the agency is claiming indirect costs.

For non-infrastructure projects, indirect cost rates are limited to what is approved by Caltrans or the cognizant agency. For infrastructure projects, per the [Caltrans Local Assistance Procedures Manual](#), the total cost for Construction Engineering (CE) should not exceed 15% of the construction costs and all costs over that must be shown in the application as non-participating.

Advance Payment Process

As described in State statute, Caltrans may authorize advance payments necessary for projects funded by the CCLGP. This is consistent with the Legislature's direction to expeditiously award and disburse grants. Specifically, the Department, in its sole discretion, may provide advance payments of grant awards in a timely manner to support program initiation and implementation, with a focus on mitigating the constraints of modest reserves and potential cash flow problems. In considering whether to apply for an advance payment, the

applicant acknowledges that the Advance Payment guidelines contained herein are solely for the purposes of the CCLGP.

Conditions

Recognizing that appropriate safeguards are needed to ensure grant moneys are used responsibly, the Legislature has outlined the grant conditions described below to establish control procedures for advance payments. Accordingly, the Department may provide advance payments to grant applicants of the CCLGP only if the Department determines, pursuant to [SHC Section 91.41\(e\)](#), that all the following conditions are met:

- a. The grant applicant for an advance payment is a public agency.
- b. The grant applicant requests an advance payment in its initial grant application.
- c. The project or project component for which the advance payment is requested is well defined and can be delivered by an agreed upon date.
- d. The grant applicant has a record of good financial management and has not been sanctioned by any state or federal agency.
- e. Upon request of the department, the grant applicant offers sufficient capital, as determined by the Department, as security for an advance payment.
- f. Upon request of the department, the grant applicant provides a finding approved by its governing body that demonstrates a financial need for an advance payment pursuant to the program to deliver the project.

Additional Conditions

In evaluating a grant applicant's request for advance payment, the Department has established the following additional conditions of award.

Advance Payment Amounts

A grant applicant may request one advance payment equal to the anticipated project cost for the first four months of the project, as described in the project schedule, budget, and spending plan. The advance payment may not exceed 30% of the grant award or \$1,000,000, whichever is smaller.

General Conditions

- a. The advance payment is necessary immediately to meet the purposes of the grant project.
- b. Only one advance payment, at the beginning of the project, will be awarded.
- c. The use of the advance funds is adequately regulated by project budgetary controls.

- d. The grant applicant provides a finding approved by its governing body that demonstrates the financial need for an advance payment.
- e. The grant applicant has no outstanding financial audit findings related to any of the moneys eligible for advance payment and is in good standing with the Franchise Tax Board and Internal Revenue Service.
- f. The grant applicant agrees to revert all unused moneys to the Department if they are not expended within the timeline specified in the grant agreement.
- g. The grant applicant assumes legal and financial risk of the advance payment.
- h. In the event of nonperformance by the grant recipient, the Department shall require full recovery of all disbursed moneys. A grant recipient shall provide a money transfer confirmation within 60 days upon the receipt of a notice from the Department.

Fiscal Administration

- a. The grant applicant shall indicate its request for advance payment on the initial application. A spending plan shall be submitted with the application.
 - 1. The spending plan shall include project schedules, timelines, milestones, and the grant recipient's fund balance for all state grant programs applied to the project.
 - 2. The grant recipient will report to the Department any material changes to the spending plan within 30 days of identification of the change.
- b. The grant applicant shall submit an updated spending plan along with an Advance Payment Invoice to the Department for review prior to receiving the advance payment.
- c. The grant recipient shall submit requests for reimbursement packages ***monthly***³, commencing at the conclusion of the first full calendar month of project implementation. Reimbursement packages shall include supporting documentation for all expenditures including, but not limited to, receipts, invoices, and timesheets.
- d. The advance payment will be closed out at the end of the project, with final reimbursement packages satisfying all advance funds. Any funds not accounted for shall be returned to the Department.
- e. The grant recipient shall place funds advanced under this section in an interest-bearing account. The grant recipient shall track interest accrued

³Note, projects that do not request Advance Payments may submit invoices no more frequently than monthly and no less frequently than quarterly. See the section [Accounting Requirements](#) for details.

on the advance payment. Interest earned on the advance payment shall be used for eligible grant-related expenses as outlined in [Eligible Activities and Expenses](#), or returned to the Department.

- f. The grant recipient shall report to the Department the value of any unused balance of the advance payment and interest earned, and submit quarterly fiscal accounting reports consistent with the provisions in the CCLGP Grant Agreement.
- g. The grant recipient shall remit to the Department any unused portion of the advance payment and interest earned at project close-out.

Advance Payment Requests

- a. The Department will advance one payment from the total grant award after the grant recipient submits the following to the Department:
 - i. A fully executed Grant Agreement;
 - ii. Advance Payment Invoice (to be provided by the Department); and
 - iii. Updated Spending Plan that includes project schedules, timelines, milestones, and the grant recipient's fund balance for all fund sources applied to the project.
- b. The grant recipient must email the completed Advance Payment Invoice and Spending Plan to the Department Grant Coordinator. The invoice shall include the secured digital signature of a person legally authorized to sign.
- c. Advance grant payments are subject to the Department's approval of the Advance Payment Invoice and Spending Plan.
- d. Quarterly reports must substantiate grant costs incurred as discussed in the [Reporting](#) section for which the Advance Payment was utilized.

Project Application Process

1. Applications, including the supporting documentation, are submitted online:
 - a. Access to the application and other required templates are available on the CCLGP website, <https://cleancalifornia.dot.ca.gov/local-grants>.
 - b. No hardcopy applications will be accepted.
2. Project Proposals are reviewed and evaluated:
 - a. Caltrans subject matter experts, with district representation, conduct a review of all applications for eligibility, submission of proper documentation, deliverability, and demonstrated benefits that align with the grant program goals. They then score the

applications using a standardized scoring methodology, which is described in the [Scoring Criteria](#) section.

- b. Incomplete or ineligible applications may be removed from the competitive process.
 - c. Caltrans headquarters grant program staff then verifies the scores and provides the award recommendations list, to be approved by the State.
 - d. Award recommendations are submitted to the Secretary of the California State Transportation Agency for concurrence.
3. Awarded projects are announced.
 4. Grant Agreements between the grant recipients and Caltrans are executed.

All information contained in the application and supporting documentation is confidential until grant awards are announced.

The State reserves the right to reject an applicant who is in violation of any law or policy at another public agency. Potential violations include, but are not limited to, being in default of performance requirements for other contracts or grant agreements issued by the State, engaging in or being suspected of criminal conduct that could poorly reflect on or bring discredit to the State, or failing to have all required licenses and permits necessary to carry out the project. The State further reserves the right to reject any applicant who has a history of performance issues with past grants or other past contractual agreements with any public entity.

Conflict of Interest

All applicants and individuals who participate in the review of submitted applications are subject to state and federal conflict of interest laws. Any individual who has participated in planning or setting priorities for a specific solicitation over and above the public comment process, or who will participate in any part of the grant development and negotiation process on behalf of the public, is ineligible to receive funds or personally benefit from funds through that solicitation. Failure to comply with conflict of interest laws, including business and financial disclosure provisions, will result in the application being rejected and any subsequent grant agreement declared void. Other legal actions may also be taken. Applicable statutes include, but are not limited to, California Government Code section 1090 and Public Contract Code sections 10365.5, 10410, and 10411.

Scoring Criteria

Applications will be scored as explained in Table 3 and in the following subsections of this document. The scoring methodology is designed to support

performance of the grant objectives and encourages context-sensitive proposals. The scoring is designed to prioritize quality of transformation over quantity of space transformed. For communities that may not have a lot of public space, but can still benefit from a transformative project, their application would be competitive under this scoring methodology. [Other selection considerations](#) may factor into the final project selection.

Component Number	Scored Component	Possible Score (points)	Weight (percent of overall score)
1	Narrative (Qualitative)	20	10
2	Project's Population Benefit (Quantitative)	20	10
3	Project's Relative Population Benefit to Underserved Communities (Quantitative)	35	17.5
4	Demonstrated Community Need (Quantitative)	50	25
5	Project's Outcomes Assessment Form (Quantitative)	40	20
6	Scope, Cost, and Schedule (Qualitative)	35	17.5
Sum		200	100

1. Narrative

The narrative scoring component will be based on the applicant's description of how well the project meets the program's statutory goals, requirements, and guidelines. This component is worth up to 20 points and 10 percent of the total application score. The narrative component will be assessed by a committee of subject matter experts using a scoring rubric based on grant criteria.

At a minimum, the narrative shall include a discussion of:

- The project location and any project description details not included in section 1.8 of the main application form. Describe the public space or spaces to be addressed; specifying right-of-way, park, pathway, transit center, tribal land, or other space. Discuss where the space is located, including its visibility and access to the public.

- The demonstrated community need that addresses the goals of the CCLGP program. Specifically, describe the existing conditions of the project location(s), and how the project meets one or more of the four stated program goals listed below.
 1. Reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit centers, and other public spaces.
 2. Enhance, rehabilitate, restore, or install measures to beautify and improve public spaces and mitigate the urban heat island effect.
 3. Enhance public health, cultural connections, and community placemaking by improving public spaces for walking and recreation.
 4. Advance equity for underserved communities.

Address each goal selected separately in the narrative. For each goal selected, also include the information requested in the respective paragraphs below:

Goal 1. Reduce the Amount of Waste and Debris: Describe types of existing waste and debris, work to be performed to remove it, and by whom.

Goal 2. Beautify and Improve Public Space: Describe the beautification or access improvements to be performed, including enhanced greening measures. Include any enhancements to be made, rehabilitation or restoration to be performed, and new installations placed.

Goal 3. Improving Public Spaces for Walking and Recreation: Describe improvements to be made to the public spaces for walking and recreation, and how these improvements will enhance public health, cultural connection, and/or community placemaking.

Goal 4. Advance Equity for [Underserved Communities](#): Projects that demonstrate a benefit to an underserved community, either directly or indirectly, will be more competitive. For these projects, applicants must explain which underserved community is benefited, how it was identified, and how the project benefits that community. Applicants should also explain the percentage of grant funds that will benefit the community and how these percentages were calculated. Calculations can be based on the project's relative population benefit to underserved communities or another methodology. If another methodology is used, provide a brief justification for using it.

- The local public engagement process that culminated in the project identification and how the project reflects community priorities. Specifically, the Narrative should describe the stakeholder/community engagement efforts that went into identifying the proposed elements as a priority for the community. These efforts should include engagement with

underserved communities and/or any community-based organizations that serve them. The applicant can reference engagement that was sponsored by Caltrans or others. The Narrative should also describe how the project is consistent with or included in existing local or regional plans such as General Plans, Improvement Plans, bicycle and/or pedestrian plans, and complete street plans, that were the products of extensive public outreach. Finally, the Narrative should discuss how exactly the engagement influenced the project proposal.

- Project deliverability, including the applicant's certainty the project will be completed, opened to public, and all funds expended by June 30, 2024. Identify all permits required for the project and note all that have not been approved at time of application submittal. For any permit not obtained, explain how its approval will be achieved and the project completed by June 30, 2024. For infrastructure projects, describe all pre-construction work required to deliver this project by its completion date.
- If you are requesting advance payment, a justification.
- How the applicant is going to market the project, through materials such as press releases, press advisories, letters to the editor, fact sheets, social media posts, website pages, or speeches. Also state whether there will be a ground-breaking or ribbon cutting ceremony for any infrastructure improvements that are part of the project.
- If applicable, how the improvement(s) will be maintained. Identify the lifespan of the improvement(s), how the improvements will be maintained throughout their lifespans, the resources to fund maintenance activities, and the commitment of those resources. This information is required for physical project improvements and litter abatement events (i.e., there needs to be an explanation of the strategy for preventing litter from accumulating again, after the abatement event). This information is also required for any artwork or vegetation that is part of the proposal. Maintenance information is not required for educational programs.

2. Project's Population Benefit (PB) to Overall Community

For *infrastructure* projects, the project's PB to the overall community is the sum of the population of all census tracts within a quarter mile radius of the project added to the average daily ridership of transit routes that have stops within a half mile radius of the project. This sum is then increased by a factor related to the hours the improved site will be open to the public.

For *non-infrastructure* projects, the PB is the sum of the population benefit of each non-infrastructure activity. The population benefit of each activity is calculated based on the estimated number of unique people who attend an

activity or will be reached by a campaign, multiplied by the number of activities or campaigns.

Points for this scoring component will be awarded on a curve relative to all applications received. This component is worth a maximum of 20 points and up to 10 percent of the total application score. Details on how to calculate the PB and an example can be found in Appendices A1-A4.

3. Project's *Relative* PB to Underserved Communities

A project's relative population benefit to underserved communities is determined by a ratio of the project's PB to underserved communities over the project's PB to the overall community.

For *infrastructure* projects, the PB to underserved communities is the sum of the population of all *underserved* census tracts within a quarter mile radius of the project added to the average daily ridership of transit routes that have stops within a ½ mile radius of the project. This sum is then increased by a factor related to the hours the improved site will be open to the public. Note, the transit ridership is the same as it is for calculating the PB for the overall community in scoring component 2 described in the above section.

For *non-infrastructure* projects, the project's PB to underserved communities is the same as for the overall community.

Points for this scoring component will be awarded as a percentage based on the ratio of the underserved project benefit to the overall project benefit. This component is worth up to 35 points and 17.5 percent of the total application score. Details on how to calculate the PB to underserved communities can be found in Appendices A1-A4. See the section [Underserved Communities](#) in these guidelines for definitions of underserved communities.

4. Demonstrated Community Need

The demonstrated community need scoring component measures the demonstrated need of the applicant or sub-applicant to address the program goals. Needs include those for waste and debris reduction, beautification, enhanced public health, cultural connection, increased equity, or greening. This component is worth up to 50 points and 25 percent of the total application score. The score is based on the applicant's answers to questions about the existing public space(s) or community conditions. The questions can be found on the "Demonstrated Community Need Assessment Form." The form has five (5) sections, each relating to a program goal. Within each section, the applicant may choose up to two questions to answer. The form can be viewed in [Appendix B1](#), and an example of a completed form can be viewed in [Appendix B3](#).

5. Project's Outcomes Assessment

This scoring component measures the proposal's potential to accomplish the goals of the program. This component is worth up to 40 points and 20 percent of the total application score. The score is based on the applicant's answers to questions about anticipated project outcomes. The questions can be found on the "Project's Outcomes Assessment Form" in [Appendix B2](#). Like the "Demonstrated Community Need Assessment Form", the form has five (5) sections, each relating to a program goal. Within each section, the applicant may choose up to two questions to answer. A sample completed form based on a fictitious project can be viewed in [Appendix B3](#).

6. Scope, Cost, and Schedule

The scope, cost, and schedule submittals will be reviewed by a committee of subject matter experts who will evaluate how well the documents maximize project benefits versus costs. This component is worth up to 35 points and 17.5 percent of the total application score. A standardized scoring methodology will be used to assess this component.

The scope, cost, and schedule component must include the following, which are in the templates provided:

- The scope must include detailed project plans, and/or an educational programming workplan.
- The application must include a schedule showing planned start and end dates of salient infrastructure work activities and/or non-infrastructure tasks. The schedule must show all activities completed and all funds expended by June 30, 2024. If the project contains infrastructure components, these must also be opened to the public by June 30, 2024.
- The application must include a cost breakdown of all project components. Do not provide costs as lump sum expenses.

Other Attachments

Section 3.1 of the application will allow additional documents to be uploaded beyond what is listed above. Details on what these attachments should include are in the Application Instructions provided on the [CCLGP website](#).

Project Award Process

After evaluation is complete and the list of successful applicants is approved by the State, the list of awarded projects will be posted to the Caltrans website. Successful grant applicants will receive an award letter from Caltrans that outlines important next steps, such as executing the grant agreement, as well as program requirements the grant recipient must adhere to.

The CCLGP is limited to one cycle of funding. As a result, unsuccessful grant applicants will not receive a debrief.

Grant Agreement Processing

A restricted grant agreement will be utilized for the distribution of funds. The agreement will specify, among other things, the amount of funds granted, local match funds required, timeline for expenditure of funds, delivery schedule, and the approved project scope. Reporting timeframes and other requirements will also be identified in the agreement. A copy of the grant agreement will be made available on the CCLGP website.

Grant Project Administrative Requirements

Sub-contracts

If a grant recipient or a sub-recipient will hire a third-party to perform work during the project, proper procurement procedures must be used. Grant recipients may use their agency's procurement procedures. They should also comply with all applicable sections of the California Public Contract Code and Government Code, and any other applicable code. In addition, work cannot be sub-contracted unless it has been stated in the grant recipient's scope, cost, and schedule. A grant recipient is fully responsible for all work performed by its sub-recipients, consultants, or sub-consultants. Caltrans solely enters contracts directly with grant recipients.

Financial Requirements

Accounting Requirements

Grant recipients and sub-recipients are required to maintain an accounting system that properly records and segregates incurred project costs and matching funds by line item. The accounting system of the grant recipient, including its sub-recipients and sub-contractors, must conform to Generally Accepted Accounting Principles that enable the determination of incurred costs at interim completion points. This accounting system must also provide support for reimbursement payment vouchers or invoices sent to or paid by Caltrans. Allowable project costs must comply with [2 Code of Federal Regulations \(CFR\), Part 200](#).

It is the grant recipient's responsibility to monitor work and expenses to ensure the project is completed according to the contracted Scope, Cost, and Schedule. The grant recipient agrees to revert all unused grant funds to the Department if they are not expended within the timeline specified in the grant agreement. In the event of nonperformance by the grant recipient, or if project outcomes and benefits are not met, the Department shall require full recovery of all disbursed grant funds. A grant recipient shall provide a money transfer confirmation within 60 days upon the receipt of a notice from the Department that grant funds must be reimbursed. If a grant recipient does not expend funds within the timeline specified in the grant agreement or does not perform, this

could also impact the grant recipient's competitiveness in any potential future funding cycles of this program.

Grant recipients must submit invoices on a regular and timely basis. This is no more frequently than monthly and no less frequently than quarterly for projects not requesting advance payments. This is monthly for projects requesting [advance payments](#).

Costs incurred prior to or after the end date of an executed agreement are not eligible for reimbursement and will not be counted towards local match requirements. CCLGP funds shall not supplant other committed funds and are not available to fund cost increases. Funds must be expended concurrently and proportionally with the approved local match unless an advance payment request is approved. Cost savings will be shared proportionally between all committed fund sources.

Grant recipients must communicate with the Caltrans project manager to ensure any issues are addressed early during the project period.

Audits and Investigations

Clean California Local Grant Program projects are subject to audit. Therefore, all financial records related to the project must be retained for a minimum of three years from project closeout.

Reporting

Upon execution of a CCLGP agreement, grant recipients must submit quarterly Project Progress Reports and a Final Delivery Report to Caltrans. The reports will be required to assess whether projects are meeting their scope and are being delivered on time and within budget. They will be submitted electronically and due within 45-days of the end of a quarter.

The State may make periodic visits, including a final inspection, to project sites. The State will determine if the work is consistent with the approved project scope. Caltrans staff will be responsible for conducting and coordinating site visits with the awarded projects.

The final invoice will be paid upon submission and acceptance of the Final Delivery Report to Caltrans. Complete final delivery reports and invoices must be submitted to Caltrans no later than November 1, 2024.

Project Photos

A before photo will be required with the application and an after photo will be required as part of the closeout reporting process for grant recipients. Caltrans must be granted the right to use photos of the completed project.

Project Amendments

The CCLGP will not participate in cost increases to the project. Any cost increases must be funded from other fund sources. If there is a change in the project cost, it must be reported through the quarterly project reporting process.

Scope changes will not be considered unless the change is minor, does not reduce project benefits, and does not change the approved project schedule. Scope changes must be requested in writing to the Caltrans project manager and may require an amendment to the restricted grant agreement.

Projects must be complete with all funds expended by June 30, 2024. If the project involves infrastructure components, these must be opened to the public by June 30, 2024. Amendments for time are not permitted.

Program Evaluation

The CCLGP will be evaluated for its effectiveness in meeting its goals. Grant recipients must collect and submit data to Caltrans as described in the [Reporting](#) section.

As part of the fiscal year 2022–23 and 2023–24 California budgets, Caltrans shall report to the Legislature on the CCLGP, including, but not limited to, cubic yards of litter collected, the locations and types of projects, and any other important program outcomes. The report will include a discussion on program effectiveness in terms of planned and achieved outcomes in litter abatement and beautification efforts, as well as timely use of funds. It will also include a summary of its activities relative to program administration, including projects awarded, projects completed to date by project type, projects completed to date by geographic distribution, and projects completed to date by benefit to underserved communities.

Appendix A.0. Example Calculations to Determine Required Local Match for a Fictitious Project

For demonstration purposes, this appendix performs an example calculation to determine the required local match for a fictitious project. You will first determine the SOD of the surrounding community, and then use that number to determine the corresponding required local match. The required local match will decrease as the SOD of the surrounding community increases.

Fictitious Project Summary:

The sample project proposes improving the parkland at the Greenside Park in the City of Eureka, CA (M St & 12th St, Eureka, CA 95501) with beautification upgrades and litter abatement. In addition to physical improvements, the project proposes to launch a litter abatement campaign on social media that will reach 1,000 people/week for 52 weeks in total, and a ribbon cutting event/litter abatement event with 200 people invited.

Step 1. Choose a definition by which to define the community surrounding the project as underserved. See the section [Underserved Communities](#) of these guidelines for more information. If the community surrounding the project is considered underserved based on multiple options, choose the option that best supports the community's status as underserved. Per Option 5, Tribal Communities require zero local match, and thus none of these calculations.

Step 2. Determine the SOD of the community surrounding the project:

$$\begin{aligned} \text{SOD of} \\ \text{surrounding} &= \text{Weighted average of the SODs of the surrounding census tracts.} \\ \text{community} &= \frac{\text{Sum} [(Pop. CT 1 \times \text{metric score CT 1}) + (Pop. CT 2 \times \text{metric score CT 2}) + (Pop. CT N \times \text{metric score CT N...})]}{\text{Sum}(Pop. CT 1 + Pop. CT 2 + Pop. of CT N...)} \end{aligned}$$

Where:

- **Pop. CT** = Population of a census tract within a ¼ mile radius of the project site or sites.
- **Metric Score** = The underserved community score of a census tract determined using one of the 5 options listed in Table 2 of the guidelines.

Perform this calculation using Table 1, SOD of Community Surrounding the Project Site(s). When calculating SOD, the same definition of underserved community must be used throughout Table 1.

Table 1. SOD of Community Surrounding the Project Site(s)					
List the Option Used to Determine SOD: (For definitions of each of the five options, see the section " Underserved Communities ".)				AMI	
Location Relative to Project Site(s)		Census Tract Number	Census Tract Population	Metric Score of Census Tract using the chosen option listed above.	SOD of Tract (3) x (4)
(1)		(2)	(3)	(4)	(5)
1	Project Site A	5	4450	\$32,500	\$144,625,000
2	Within a ¼ mile radius.	6	4998	\$28,700	\$143,442,600
3	Within a ¼ mile radius.	1	4242	\$51,600	\$218,887,200
4	Within a ¼ mile radius.				
5	Project Site B				
6	Within a ¼ mile radius.				
7	Within a ¼ mile radius.				
8	Within a ¼ mile radius.				
TOTALS			13,690		\$506,954,800
SOD of Community Surrounding the Project			=	Total of Column 5 Total of Column 3	= \$37,031

Why we filled in Table 1 as we did:

- We chose option 1, Area Medium Income (AMI), to define an underserved community. Then we looked up the project address in the 2019 American Community Survey 5-yr. Estimates (ACS5) and found it is in census tract 5 with a population of 4,450 people and a median income of \$32,500. We logged this information on line 1 accordingly.
- We then drew a ¼ mile buffer around the project limits and determined all other census tracts that fell totally or partially within buffer limits. Two tracts met this criterion, census tracts 6 and 1. We completed lines 2 and 3 based on the populations and median incomes of those tracts.

- The remaining values auto calculated. The tables provided on the CCLPG website in Attachment I are fillable and will calculate for you. (Note, all dollar values and populations shown were made up for demonstration purposes.)

Step 3. Use Table 2 below to determine the Required Local Match based off the SOD of Community Surrounding the Project. For this example, the required local match would be 0% (see highlighted values).

Table 2. Severity of Disadvantage and Corresponding Local Match Requirement			
<i>SOD Criteria</i>	<i>Ranges for SOD of Community Surrounding the Project</i>	<i>Required Local Match %</i>	
Option 1: Area Median Income (AMI) compared to Statewide Median Income (SMI)*			
Data: Census Tract Level Data from the 2019 American Community Survey 5-year (ACS5) Estimates			
If the AMI SOD of the surrounding community is...	> \$60,188	Then local match is...	50
	\$56,426 to \$60,188		37.5
	\$52,665 to \$56,425		25
	\$48,903 to \$52,664		12.5
	< \$48,903		0
Option 2: CalEnviroScreen 3.0 Percentile Score			
Data: SB 535 List of Disadvantaged Communities or SB 535 Disadvantaged Communities Map			
If the CalEnviroScreen 3.0 SOD of the surrounding community is...	< 39	Then local match is...	50
	39 to 42		37.5
	43 to 46		25
	47 to 50		12.5
	> 50		0
Option 3: Percentage of Students that Receive Free or Reduced Lunches**			
Data: California Department of Education website			
If the Free Lunch SOD of the surrounding community is...	< 75	Then local match is ...	50
	75 to 79		37.5
	80 to 84		25
	85 to 89		12.5
	> 90		0
Option 4: Healthy Places Index (HPI) Score (use overall HPI score only)			
Data: California Healthy Places Index website			
If the HPI SOD of the surrounding community is...	> 25	Then local match is...	50
	21 to 25		37.5
	16 to 20		25
	10 to 15		12.5
	< 10		0
Option 5: Tribal Communities			
Data: List of Federally Recognized Tribal Governments in California			
If the project applicant or sub-applicant is a Federally Recognized Tribal Government or the project area is located within (or partially within) Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria), lands owned by or held in trust for an Indian tribe, allotted lands, and/or sensitive tribal areas (which might include areas in which a Native American Tribe has a significant interest such as traditional cultural properties and sacred sites).		Then the local match is...	0
*Communities with a population less than 15,000 may use data at the Census Block Group level. Unincorporated communities may use data at the Census Place level.			
**During the development of these guidelines, the National School Lunch Program started offering free lunches to all students. Thus, if an applicant still wants to use this option, it is recommended that pre-pandemic data be used.			

Appendix A.1. Definition of the Project's Population Benefit (Overall)

$$\text{Project's Population Benefit (PB) Overall} = \begin{matrix} \text{(A) Infrastructure Work PB Overall} \\ + \\ \text{(B) Non-infrastructure Work PB} \end{matrix}$$

Where:

A. **Infrastructure Work PB** = (Direct PB + Indirect PB) x Dose

Where:

- **Direct PB** = Sum of the population of all census tracts within a ¼ mile radius of the project site(s).
- **Indirect PB** = Sum of the average daily ridership of transit routes that have stops within a ½ mile radius of the project site(s).
- **Dose** = Hours the site will be accessible to the public under the improved conditions. (If the project has multiple sites and hours differ, use the average number of hours.)

B. **Non-infrastructure Work PB** = Sum of the PB of each non-infrastructure (NI) activity.

Where:

- **The PB of NI Activity = Reach x Dose**

Where:

- **Reach** = Number of people reached at least once by an educational campaign or eligible event.
- **Dose** = Number of times the campaign will run, or the event will be held.

Copies of the forms to perform the calculations are provided in Appendix A3. Example calculations based on a fictitious project are provided in Appendix A4. When submitting the application, complete the form in Attachment I from the CCLGP website and attach it to your application.

Appendix A.2. Definition of the Project's Relative Population Benefit (PB) (Underserved Communities)

$$\text{Project's Relative PB (underserved communities)} = \frac{\text{Projects PB (underserved)} \times 100}{\text{Projects PB (overall)}}$$

$$\text{Project's PB Underserved Community} = \begin{matrix} \text{(A) Infrastructure Work PB Underserved} \\ + \\ \text{(B) Non-infrastructure Work PB} \end{matrix}$$

Where:

$$\text{A. Infrastructure Work PB Underserved} = (\text{Direct PB Underserved} + \text{Indirect PB}) \times \text{Dose}$$

Where:

- **Direct PB Underserved** = Sum of the population of all underserved census tracts within a ¼ mile radius of the project site(s).
- **Indirect PB** = same as used in Appendix A.1.
- **Dose** = same as used in Appendix A.1.

$$\text{B. Non-infrastructure PB} = \text{Same as used in Appendix A.1.}$$

Copies of the forms to perform the calculations are provided in Appendix A3. Example calculations based on a fictitious project are provided in Appendix A4. When submitting the application, complete the form in Attachment I from the CCLGP website and attach it to your application.

Appendix A.3. Forms for Calculating Population Benefit (PB) (Overall) and Relative PB (Underserved Community)

Step 1. If your project has no infrastructure work, skip to Step 3.

Step 2. If your project has infrastructure work, complete Tables 1 through 5 below. Information from tables 1 through 3 will be used to calculate the Infrastructure Work PB for both the overall and underserved community in Tables 4 and 5, respectively.

Table 1. Infrastructure Work – Direct PB (Overall and Underserved Community)

- On line 1, list the census tract in which the project is located.
- On subsequent lines, list all census tracts within a ¼ mile radius of your project. If your project is large or long, use a ¼ mile from the outer edges. If your project has multiple locations, list the census tracts for each location. Add more rows on the last page if necessary.
- For each census tract listed, provide the information requested. For columns 4 and 5, consult the CCLGP guidelines on how to define an underserved community. If you choose “other” as your option, you must submit Attachment J with a justification of your methodology.
- Total column 3 and column 5.

Table 1. Infrastructure Work- Direct Population Benefit					
Location Relative to Project Site(s)		Census Tract Number	Census Tract Population (Overall)	If the tract is underserved community, record the option used to make the determination. (ACS5, SB535, CDEdu, HIP, Other)	Census Tract Population (Underserved) If the tract is an underserved community, also record population in this column.
(1)		(2)	(3)	(4)	(5)
1	Project Site A				
2	Within a ¼ mile radius.				
3	Within a ¼ mile radius.				
4	Within a ¼ mile radius.				
5	Project Site B				
6	Within a ¼ mile radius.				
7	Within a ¼ mile radius.				
8	Within a ¼ mile radius.				
Population Totals		(Overall) =		(Underserved) =	

Table 2. Infrastructure Work – Indirect PB

- List all transits routes with at least one transit stop within a ½ mile radius of your project. If you project is large or long, use a ½ mile from the outer edges. Add more rows on the last page if necessary.
- Total all ridership numbers.

Table 2. Infrastructure Work - Indirect Benefit Population	
Name of Transit Route with at least One Stop within a 1/2 Mile of Project Site(s)	
(1)	
Average Daily Ridership of the Route	
(2)	
1	
2	
3	
4	
5	
6	
7	
Total of the Average Daily Ridership of Qualifying Routes	

Table 3. Infrastructure Work – Dose

Determine the “dose” factor for the infrastructure work, which are the hours the site will be accessible to the public under the improved conditions.

- List all sites and the hours for each site. Add more rows on the last page if necessary.
- Calculate the average number of hours of all sites.

Table 3. Infrastructure Dose	
Infrastructure Site	
(1)	
Hours Improved Site Accessible to Public	
(2)	
1	
2	
3	
4	
5	
6	
7	
Average of Hours if Project Contains Multiple Sites	

Table 4. Infrastructure Work PB (Overall)

Use information from Tables 1-3 to complete Table 4.

Table 4. Infrastructure Work PB (Overall)						
(Direct PB) <i>(Table 1, Column 3)</i> <i>(1)</i>	+	Indirect PB) <i>(Table 2, Column 2)</i> <i>(2)</i>	×	Dose <i>(Table 3, Column 2)</i> <i>(3)</i>	=	Infrastructure Work PB (Overall) <i>(4)</i>
	+		×		=	

Table 5. Infrastructure Work PB (Underserved Community)

Use information from Tables 1-3 to complete Table 5.

Table 5. Infrastructure Work PB (Underserved Community)						
(Direct PB) <i>(Table 1, Column 5)</i> <i>(1)</i>	+	Indirect PB) <i>(Table 2, Column 2)</i> <i>(2)</i>	×	Dose <i>(Table 3, Column 2)</i> <i>(3)</i>	=	Infrastructure Work PB (Underserved Community) <i>(4)</i>
	+		×		=	

Step 3: If your application proposes educational campaigns or events about litter abatement, proper waste disposal, or how to do sanctioned artwork (as opposed to vandalism), use Table 6 to calculate PB of each non-infrastructure activity and total. If your application does not propose these activities, skip to Step 4.

Table 6. Non-Infrastructure Work PB

- **Reach** = Number of people reached at least once by an educational campaign or eligible event.
- **Dose** = Number of times the campaign will run, or the event will be held.

Table 6. Non-Infrastructure Work (NI) PB						
NI Activity Number	NI Activity Name	Activity Reach (1)	x	Activity Dose (2)	=	PB of NI Activity (3)
1			x		=	
2			x		=	
3			x		=	
4			x		=	
Total NI Work PB						

Step 4. Calculate the Project's Population Benefit (Overall). This score will be graded by the Department on a curve relative to all applications submitted. The number of points the applicant will be awarded for Scoring Component 2, Project Population Benefit, will be granted accordingly. The maximum number of points is 20.

Table 7. Project's PB (Overall)

Table 7. Project's PB (Overall)				
Infrastructure Work PB (Overall) (From Table 4, Column 4) (1)	+	Non-Infrastructure Work PB (From Table 6, Column 3) (2)	=	Project's PB (Overall) (3)
	+		=	

Step 5. Calculate the Project's Population Benefit (Underserved Community).

Table 8. Project's PB (Underserved Community)

Table 8. Project's PB (Underserved Community)				
Infrastructure Work PB (Underserved Community) (From Table 5, Column 4) (1)	+	Non-Infrastructure Work PB (From Table 6, Column 3) (2)	=	Project's PB (Underserved Community) (3)
	+		=	

Step 6. Calculate the Project's *Relative* Population Benefit to the underserved community.

Table 9. Project's Relative PB to Underserved Communities				
Project's PB (Underserved Community) (From Table 8, column 3) (1)	÷	Project's PB (Overall) (From Table 7, column 3) (2)	=	Project's Relative PB (Underserved Community) (3)
	÷		=	

Step 7. Calculate the number of points you, the applicant, will be awarded for Scoring Component 3, Project's *Relative* Population Benefit to the Underserved Community. The maximum number of points is 35.

Table 10. Applicant's Points for Scoring Component 3, Project's Relative PB (Underserved Community)

Table 10. Scoring Component 3, Project's Relative PB (Underserved Community)				
Project's Relative PB (Underserved Community) (From Table 9, column 3) (1)	×	Maximum Possible Points (2)	=	Score (Pts.) (3)
	×	35	=	

Examples of completed calculation forms based on a fictitious project can be found in Appendix A.4.

Additional rows for Tables 1 and 2. (Only use these pages if needed.)

Table 1. Infrastructure Work- Direct Population Benefit (CONTINUED)					
Location Relative to Project Site(s)		Census Tract Number	Census Tract Population (Overall)	If the tract is underserved community, record the option used to make the determination. (ACS5, SB535, CDEdu, HIP, Other)	Census Tract Population (Underserved) If the tract is an underserved community, also record population in this column.
(1)		(2)	(3)	(4)	(5)
9	Project Site C				
10	Within a ¼ mile radius.				
11	Within a ¼ mile radius.				
12	Within a ¼ mile radius.				
13	Project Site D				
14	Within a ¼ mile radius.				
15	Within a ¼ mile radius.				
16	Within a ¼ mile radius.				

Table 2. Infrastructure Work - Indirect Benefit Population (CONTINUED)		
Name of Transit Route with at least One Stop within 1/2 Mile of Project Site(s)		Average Daily Ridership of the Route
(1)		(2)
8		
9		
10		
11		
12		
13		
14		
15		

Additional rows for Tables 3 and 6. (Only use these pages if needed.)

Table 3. Infrastructure Dose (CONTINUED)	
Infrastructure Site (1)	Hours Improved Site Accessible to Public (2)
8	
9	
10	
11	
12	
13	
14	
15	

Table 6. Non-Infrastructure Work (NI) PB (CONTINUED)						
NI Activity Number	NI Activity Name	Activity Reach (1)	x	Activity Dose (2)	=	PB of NI Activity (3)
5			x		=	
6			x		=	
7			x		=	
8			x		=	
9			x		=	
10			x		=	
11			x		=	
12			x		=	
13			x		=	
14			x		=	
15			x		=	
16			x		=	

Appendix A.4. Example PB (Overall) and Relative PB (Underserved Communities) Calculations Performed for a Fictitious Project

For demonstration purposes, this appendix performs sample population benefit calculations based on a fictitious project.

Fictitious Project Summary:

The sample project proposes improving the parkland at the Greenside Park in the City of Eureka, CA (M St & 12th St, Eureka, CA 95501) with beautification upgrades and litter abatement. In addition to physical improvements, the project proposes to launch a litter abatement campaign on social media that will reach 1,000 people/week for 52 weeks in total and will host a ribbon cutting and litter abatement event with 200 people invited. I have filled this form out as the applicant for the purposes of showing how this would be accomplished and the results you might see from this.

Example Population Benefit Calculations:

Step 1. If your project has no infrastructure work, skip to Step 3.

Our project has infrastructure, so we continue to Step 2.

Step 2. If your project has infrastructure work, complete Tables 1 through 5 below. Information from tables 1 through 3 will be used to calculate the Infrastructure Work PB for both the overall and underserved community in Tables 4 and 5, respectively.

Table 1. Infrastructure Work – Direct PB (Overall and Underserved Community)

- On line 1, list the census tract in which the project is located.
- On subsequent lines, list all census tracts within $\frac{1}{4}$ mile radius of your project. If your project is large or long, use a $\frac{1}{4}$ mile from the outer edges. If your project has multiple locations, list the census tracts for each location. Add more rows on the last page if necessary.
- For each census tract listed, provide the information requested. For columns 4 and 5, consult the CCLGP guidelines on how to define an underserved community. If you choose “other” as your option, you must submit Attachment J with justification of your determination method.
- Total column 3 and column 5.

Table 1. Infrastructure Work- Direct Population Benefit					
Location Relative to Project Site(s)		Census Tract Number	Census Tract Population (Overall)	If the tract is underserved community, record the option used to make the determination. (e.g. ACS5, SB535, CDEdu, HIP, Other)	Census Tract Population (Underserved)
(1)		(2)	(3)	(4)	(5)
1	Project Site A	5	4,450	ACS5	4,450
2	Within a ¼ mile radius.	6	4,998	ACS5	4,998
3	Within a ¼ mile radius.	1	4,242	ACS5	4,242
4	Within a ¼ mile radius.				
5	Project Site B				
6	Within a ¼ mile radius.				
7	Within a ¼ mile radius.				
8	Within a ¼ mile radius.				
Population Totals		(Overall) =	13,960	(Underserved) =	13,690

Why we filled in Table 1 as we did:

- We chose to use option 1 of the 5 options provided in the guidelines to determine if the community around the project is underserved. We looked up the project address in the 2019 American Community Survey 5-Year Estimates (ACS5) and found it is in census tract 5 with a population of 4,450 people and has a median income less than 80% of the State Median Income. This means the census tract qualifies as an underserved community. We logged this information on line 1 accordingly.
- We drew a ¼ mile buffer around the project limits and then determined all other census tracts that fell totally or partially within the project site or buffer limits. Using the ACS5, two tracts met this criteria, census tracts 6

and 1, and both also qualified as underserved. We completed lines 2 and 3 accordingly.

- Note, you are not limited to one option when making the “underserved” determination. If a tract did not qualify as underserved on the ACS5, we could have also checked another option, such as the Healthy Places Index. If it qualified under one of the options, we could have designated that tract as underserved.

Table 2. Infrastructure Work – Indirect PB

- List all transits routes with at least one transit stop within a ½ mile radius of your project. If you project is large or long, use a ½ mile from the outer edges. Add more rows on the last page if necessary.
- Total all ridership.

Table 2. Infrastructure Work - Indirect Benefit Population		
Name of Transit Route with at least One Stop within 1/2 Mile of Project Site(s)	Average Daily Ridership of the Route	
(1)	(2)	
1	Redwood Transit System Route	500
2	Southern Humboldt Intercity Route	500
3		
4		
5		
6		
7		
Total of the Average Daily Ridership of Qualifying Routes		1,000

Why we filled out Table 2 as we did:

We drew a ½ mile buffer around the project limits and determined what transit stops existed within the project limits or the buffer zone. We found two bus routes that stopped within a ½ mile of the project and logged the route information accordingly.

Table 3. Infrastructure Work – Dose

Determine the “dose” factor for the infrastructure work, which is the hours the site will be accessible to the public under the improved conditions.

- List all sites and the hours for each site. Add more rows on the last page if necessary.

- Calculate the average number of hours of all sites.

Table 3. Infrastructure Dose	
Infrastructure Site (1)	Hours Improved Site Accessible to Public (2)
1	Greenside Park
2	
3	
4	
5	
6	
7	
Average of Hours if Project Contains Multiple Sites	
	24

Why we filled in Table 3 as we did:

- The park will be accessible to the public 24 hours per day upon completion of the project. If we had multiple sites with different hours, we would have averaged the hours.

Table 4. Infrastructure Work PB (Overall)

Use information from Tables 1-3 to complete Table 4.

Table 4. Infrastructure Work PB (Overall)						
(Direct PB (Table 1, Column 3) (1))	+	(Indirect PB) (Table 2, Column 2) (2))	×	(Dose (Table 3, Column 2) (3))	=	(Infrastructure Work PB (Overall) (4))
13,960	+	1,000	×	24	=	359,040

Table 5. Infrastructure Work PB (Underserved Community)

Use information from Tables 1-3 to complete Table 5.

Table 5. Infrastructure Work PB (Underserved Community)						
(Direct PB <i>(Table 1, Column 5)</i> <i>(1)</i>)	+	Indirect PB) <i>(Table 2, Column 2)</i> <i>(2)</i>	×	Dose <i>(Table 3, Column 2)</i> <i>(3)</i>	=	Infrastructure Work PB (Underserved Community) <i>(4)</i>
13,960	+	1,000	×	24	=	359,040

Note, because all the tracts within a ¼ mile of the project qualified as underserved, the project's Infrastructure Work PB (Overall) in Table 7 equals the project's Infrastructure work PB (underserved community) in Table 8.

Step 3: If your application proposes educational campaigns or events about litter abatement, proper waste disposal, or how to do sanctioned artwork (as opposed to vandalism), use Table 6 to calculate PB of each non-infrastructure activity and total. If your application does not propose these activities, skip to Step 4.

Table 6. Non-Infrastructure Work PB

- **Reach** = Number of people reached at least once by an educational campaign or eligible event.
- **Dose** = Number of times the campaign will run or the event will be held.

Table 6. Non-Infrastructure Work (NI) PB						
NI Activity Number	NI Activity Name	Activity Reach <i>(1)</i>	×	Activity Dose <i>(2)</i>	=	PB of NI Activity <i>(3)</i>
1	Social Media Litter Abatement Campaign	1000	×	52	=	52,000
2	Ribbon Cutting and Litter Abatement Event	200	×	1	=	200
3			×		=	
4			×		=	
Total NI Work PB						52,200

Why we filled in Table 6 as we did:

- The project includes 2 non-infrastructure events, a media campaign that will reach 1,000 social media followers (the Activity 1 reach) once a week for 52 weeks (the Activity 1 dose) and a ribbon cutting and trash disposal education event to which 200 people (the Activity 2 reach) will be invited. The ribbon cutting event is a one-time affair (the Activity 2 dose.)

Step 4. Calculate the Project's Population Benefit (Overall). This score will be graded by the Department on a curve relative to all applications submitted. The number of points the applicant will be awarded for Scoring Component 2, Project Population Benefit, will be granted accordingly. The maximum number of points is 20.

Table 7. Project's PB (Overall)

Table 7. Project's PB (Overall)				
Infrastructure Work PB (Overall) (From Table 4, Column 4) (1)	+	Non-Infrastructure Work PB (From Table 6, Column 3) (2)	=	Project's PB (Overall) (3)
359,040	+	52,200	=	411,240

The number calculated here will be graded on a curve relative to other applications submitted to determine the percentage of the maximum possible 20 points to award.

Step 5. Calculate the Project's Population Benefit (Underserved Community).

Table 8. Project's PB (Underserved Community)

Table 8. Project's PB (Underserved Community)				
Infrastructure Work PB (Underserved Community) (From Table 5, Column 4) (1)	+	Non-Infrastructure Work PB (From Table 6, Column 3) (2)	=	Project's PB (Underserved Community) (3)
359,040	+	52,200	=	411,240

Step 6. Calculate the Project's *Relative Population Benefit* to the underserved community.

Table 9. Project's Relative PB to Underserved Communities				
Project's PB (Underserved Community) (From Table 8, column 3) (1)	÷	Project's PB (Overall) (From Table 7, column 3) (2)	=	Project's Relative PB (Underserved Community) (3)
411,240	÷	411,240	=	100%

Step 7. Calculate the number of points you, the applicant, will be awarded for Scoring Component 3, Project's *Relative Population Benefit* to the Underserved Community. The maximum number of points is 35.

Table 10. Applicant's Points for Scoring Component 3. Project's Relative PB (Underserved Community)

Table 10. Scoring Component 3 Project's Relative PB (Underserved Community)				
Project's Relative PB (Underserved Community) (From Table 9, column 3) (1)	×	Maximum Possible Points (2)	=	Score (Points) (3)
100%	×	35	=	35

Appendix B1. Demonstrated Community Need Assessment Form

This table measures the demonstrated need of the community to execute the goals of the program. Needs can be the community's need for waste and debris reduction, beautification, enhanced public health, cultural connection, or another need. This component is worth a maximum of 50 points and up to 25 percent of the total application score. The score is based on the applicant's answers to questions about the **existing site** or community conditions. The form has five (5) sections, each relating to a program goal or objective. **Within each section, choose a maximum of two (2) questions to answer**, for a total of 10 questions. All applicants must answer question 1-1, as one of their two questions in Section 1.

Table 1: Demonstrated Community Need Assessment Form

Section 1: Answer question 1-1, and one other question of your choice.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Community Need Assessment Question	Points Guidance	Applicant Response	Applicant's Self Score
To reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit centers, and other public spaces.	1 -1	5	Describe the evidence there is a recurring litter or land misuse in the project area under existing conditions. Summarize trash collection data or other empirical data.	(Range 0-5pts., No evidence= 0pts.)	Use box below	
	1-2	5	Under existing conditions, does the project site have adequate signage and amenities for proper waste disposal or prevention?	No = 5 pts., Somewhat = 3pts., Yes = 0 pts.		
	1-3	5	Under existing conditions, does the site have physical features to discourage inappropriate waste disposal or dumping?	No = 5 pts., Somewhat = 3pts., Yes = 0 pts.		
	1-4	3	Under existing conditions, does the proposed community or project site lack educational programs or events about litter abatement or proper waste disposal?	Yes = 3pts., Somewhat=2pts., No or NA = 0pts.		

Section 2: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Community Need Assessment Question	Point Guidance	Applicant Response	Applicant's Self Score
To enhance, rehabilitate, restore, or install measures to beautify and improve public spaces.	2-1	5	Under existing conditions what percentage of the project site needs beautification?	0-20%= 1 pt., 21-40%= 2 pts., 41-60%= 3 pts., 61-80%= 4 pts., >80%= 5 pts.,		
	2-2	5	Under existing conditions, what percentage of the project site is not functional and/or accessible for community use?	0-20%= 1 pt., 21-40%= 2 pts., 41-60%= 3 pts., 61-80%= 4 pts., >80%= 5 pts.,		
	2-3	5	Based on the hours the project site is open, approximately what percentage of time is it significantly underutilized?	0-20%= 1 pt., 21-40%= 2 pts., 41-60%= 3 pts., 61-80%= 4 pts., >80%= 5 pts.,		
	2-4	5	What percentage of the project site is negatively affected by graffiti or other vandalism?	0-20%= 1 pt., 21-40%= 2 pts., 41-60%= 3 pts., 61-80%= 4 pts., >80%= 5 pts.,		

Section 3: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Community Need Assessment Question	Point Guidance	Applicant Response	Applicant's Self Score
<p>To enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation.</p>	3-1	5	Does the project area currently prevent a critical connection to daily life destinations such as school, medical care, jobs, or groceries via walking, biking, or transit?	Yes = 5 pts., Somewhat= 3pts., No = 0 pts..		
	3-2	5	Is the public space a barrier or hazard on a walking or biking route?	Yes = 5 pts., Somewhat= 3pts., No = 0 pts..		
	3-3	5	Is the existing public recreation space unusable for its intended purposes?	Yes = 5 pts., Somewhat= 3pts., No = 0 pts..		
	3-4	5	Under existing conditions, are there adequate/sufficient recreation places in the community?	No= 5 pts., Somewhat=3pts., Yes = 0 pts.		
	3-5	3	Under existing conditions, are there enough places to sit at the project site?	No= 3 pts., Somewhat=2pts., Yes = 0 pts.		
	3-6	5	Does the existing project site lack features or elements that connect it to the culture or history of the surrounding community?	Yes= 5 pts., Somewhat=3pts., No = 0 pts.		

Section 4: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Community Need Assessment Question	Point Guidance	Applicant Response	Applicant's Self Score
To advance equity for underserved communities.	4-1	5	How does the percentage of usable public space in the underserved community compare to the region's average?	Below Average = 5pts., Average =3pts., Above Average = 0pts.		
	4-2	5	Is the project area an underutilized connection in an underserved community?	Yes = 5pts., Somewhat=3pts., No or NA = 0pts.		
	4-3	5	Is the project site an underutilized public space in an underserved community?	Yes = 5pts., Somewhat=3pts., No or NA = 0pts.		
	4-4	5	Does the space function for people with disabilities or special needs?	No = 5pts., Somewhat=3pts., Yes or NA = 0pts.		

Section 5: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Community Need Assessment Question	Point Guidance	Applicant Response	Applicant's Self Score
Greening to provide shade, reduce urban island effect, and use native, low-water plants.	5-1	5	Under existing conditions what percentage of the space is landscaped and/or soft-scaped?	0-20%=5pts., 21-40=4pts., 41-60=3pts., 61-80=2pts., 81-100=1pts.		
	5-2	5	Under existing conditions, what percentage of landscape lacks native or low-water plants?	0-20%= 5pts., 21-40=4pts., 41-60=3pts., 61-80=2pts., 81-100=1pts.		
	5-3	5	What percentage of the space is unusable due to lack of shade at midday?	0-20%=1pts., 21-40=2pts., 41-60=3pts., 61-80=4pts., 81-100=5pts.		
	5-4	5	What percentage of the project site is unusable due to excessive heat at midday?	0-20%=1pts., 21-40=2pts., 41-60=3pts., 61-80=4pts., 81-100=5pts.		
	Total Score from Sections 1 to 5: Community Need Assessment (Max Possible Points is 50)					0

Appendix B2. Project's Outcomes Assessment Form

This form measures the proposal's potential to accomplish the goals of the program. This component is worth a maximum of 40 points and up to 20 percent of the total application score. The score is based on the applicant's answers to questions about anticipated project results. The form has five (5) sections, each relating to a program goal or objective. **Within each section, choose a maximum of two questions to answer, for a total of 10 questions.**

Table 2: Project's Outcomes Assessment Form

Section 1: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Project's Outcomes Questions	Point Guidance	Applicant Response	Applicant's Self Score
To reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit centers, and other public spaces.	1-1	4	By what percentage will the waste and debris within the project site be reduced?	0-25% =1 pt., 26-50%= 2pts., 51-75%= 3pts., 76-100%= 4pts.		
	1-2	3	By what percentage will the signage and amenities for proper waste disposal or prevention increase at the project site?	0-33% = 1 pt., 34-66% = 2pts., 67-100% = 3pts.		
	1-3	4	What is the estimated reduction of waste or debris at the project site because of new physical features to discourage inappropriate waste disposal or dumping?	0-25% =1 pt., 26-50%= 2pts., 51-75%= 3pts., 76-100%= 4pts.		
	1-4	3	What is the percent increase in the number of educational programs or events about litter abatement and proper waste disposal?	0-33% = 1 pt., 34-66% = 2pts., 67-100% = 3pts.		
	1-5	3	What is the percent increase in the number of litter pickup and waste disposal events?	0-33% = 1 pt., 34-66% = 2pts., 67-100% = 3pts.		

Section 2: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Project's Outcomes Questions	Point Guidance	Applicant Response	Applicant's Self Score
To enhance, rehabilitate, restore, or install measures to beautify and improve public spaces.	2-1	4	By what percentage will the project site be beautified or improved?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.		
	2-2	4	By what percentage do the improvements increase the number and/or diversity of viable uses in the project site?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.		
	2-3	5	By what percentage do the improvements increase access to the project site?	0-20% = 1 pt., 21-40% = 2 pts., 41-60% = 3 pts., 61-80% = 4 pts., 81-100% = 5pts.		
	2-4	4	By what percentage will the quantity of human scale, energy conserving lighting be increased?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.		
	2-5	4	What percentage of project site will be improved with anti-graffiti/anti-vandalism solutions?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.		
	2-6	4	Will visual art pieces be added to the project site?	2 or more = 4pts., 1 = 3 pts.		
	2-7	4	What is the percentage increase in educational programs informing the community how to do sanctioned public artwork (as opposed to vandalism/graffiti)?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.		

Section 3: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Project's Outcomes Questions	Point Guidance	Applicant Response	Applicant's Self Score
To enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation.	3-1	4	Will the project create or enable a critical connection to daily life destinations such as school, medical care, jobs, or groceries via walking, biking, or transit?	Yes = 4pts., Somewhat = 2pts., No or NA = 0pts.		
	3-2	4	Will the project improve a walking or biking route?	Yes = 4pts., Somewhat = 2pts., No or NA = 0pts.		
	3-3	4	Will the project improve or rehabilitate an existing public recreation space?	Yes = 4pts., Somewhat = 2pts., No or NA = 0pts.		
	3-4	4	Will the project add new recreation space to the community?	Yes = 4pts., Somewhat = 2pts., No or NA = 0pts.		
	3-5	4	By what percentage will the project site(s) be improved for walking or recreation?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.		
	3-6	4	Will the improved project site incorporate features or elements that connect it to the culture or history of the surrounding community?	Definitely = 4 pts., Sufficiently = 3 pts., Somewhat = 2 pts., A little = 1 pt. Not at all = 0 pts.		

Section 4: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Project's Outcomes Questions	Point Guidance	Applicant Response	Applicant's Self Score
Advance equity for underserved communities.	4-1	4	What percentage of census tracts within a 1/4 mile of the project site qualify as underserved?	> 51%=4pts, 40-50%=3pts, 20-39%=2pts < 20% = 1pts		
	4-2	4	What percentage of transit routes within a 1/2 mile of the project site reach an underserved community?	> 51%=4pts, 40-50%=3pts, 20-39%=2pts < 20% = 1pts		
	4-3	4	Will the project create or improve access to a key connection across a major physical barrier in an underserved community?	Yes = 4pts., Somewhat = 2pts., No or NA = 0pts.		
	4-4	4	Will the improved project site function for people with disabilities or special needs?	Yes = 4pts., Somewhat = pts., No or NA = 0pts.		

Section 5: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Project's Outcomes Question	Point Guidance	Applicant Response	Applicant's Self Score
Greening to provide shade, reduce urban island effect, and use native, low-water plants.	5-1	4	What is the anticipated decrease in impervious surfaces at the project site?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.		
	5-2	4	What will be the percent increase in native, drought tolerant plantings?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.		
	5-3	4	What is the anticipated percent increase of shade measured at the noon hour?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.		
	5-4	4	What is the anticipated increase of greening or tree canopy?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.		
<p align="center">Total of Scores from Sections 1 to 5: Project Outcomes (Max Possible is 40)</p>						0

Appendix B3. Example of Forms B1 and B2 Completed for a Fictitious Project

For demonstration purposes, this appendix contains completed Demonstrated Community Need Assessment and Project's Outcomes Assessment forms based on a fictitious project.

Fictitious Project Summary:

One-acre public space that will include landscaping, shade trees, improved street furniture, new bins for proper waste disposal, enhanced lighting, a mural by a local artist, and upgrades to the bus stop shelter at the site. Youth volunteers will be recruited to help clean the space before improvements are made, and they will learn about litter abatement and the free dump days in the community.

Table 1: Completed Demonstrated Community Need Assessment Form

Section 1: Answer question 1-1, and one of your choice.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Community Need Assessment Question	Points Guidance	Applicant Response	Applicant's Self Score
To reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit centers, and other public spaces.	1-1	5	Describe the evidence there is a recurring issue of trash production or land misuse in the project area under existing conditions. Summarize trash collection data or other empirical data.	(Range 0-5pts., No evidence= 0pts.)	Use box below	
	<p>Trash bins are always overflowing. The amount of trash has increased by approximately 300% according to the maintenance department. Many people dump their garbage around the park. Park walls have re-occurring graffiti. There have been citizen complaints and about garbage and broken benches. The park has seen reduced usage over the years due to safety concerns and poor lighting. Reservations for youth sports at the facility and picnic areas have reduced by 25%.</p>					5
	1-2	5	Under existing conditions, does the project site have adequate signage and amenities for proper waste disposal or prevention?	No = 5 pts., Somewhat = 3pts., Yes = 0 pts.		
	1-3	5	Under existing conditions, does the site have physical features to discourage inappropriate waste disposal or dumping?	No = 5 pts., Somewhat = 3pts., Yes = 0 pts.	No	5
	1-4	3	Under existing conditions, does the proposed community or project site lack educational programs or events about litter abatement or proper waste disposal?	Yes = 3pts., Somewhat=2pts., No or NA = 0pts.		

Section 2: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Community Need Assessment Question	Point Guidance	Applicant Response	Applicant's Self Score
To enhance, rehabilitate, restore, or install measures to beautify and improve public spaces.	2-1	5	Under existing conditions what percentage of the project site needs beautification?	0-20%= 1 pt., 21-40%= 2 pts., 41-60%= 3 pts., 61-80%= 4 pts., >80%= 5 pts.,	81	5
	2-2	5	Under existing conditions, what percentage of the project site is not functional and/or accessible for community use?	0-20%= 1 pt., 21-40%= 2 pts., 41-60%= 3 pts., 61-80%= 4 pts., >80%= 5 pts.,		
	2-3	5	Based on the hours the project site is open, approximately what percentage of time is it significantly underutilized?	0-20%= 1 pt., 21-40%= 2 pts., 41-60%= 3 pts., 61-80%= 4 pts., >80%= 5 pts.,	61	4
	2-4	5	What percentage of the project site is negatively affected by graffiti or other vandalism?	0-20%= 1 pt., 21-40%= 2 pts., 41-60%= 3 pts., 61-80%= 4 pts., >80%= 5 pts.,		

Section 3: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Community Need Assessment Question	Point Guidance	Applicant Response	Applicant's Self Score
To enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation.	3-1	5	Does the project area currently prevent a critical connection to daily life destinations such as school, medical care, jobs, or groceries via walking, biking, or transit?	Yes = 5 pts., Somewhat= 3pts., No = 0 pts..		
	3-2	5	Is the public space a barrier or hazard on a walking or biking route?	Yes = 5 pts., Somewhat= 3pts., No = 0 pts..		
	3-3	5	Is the existing public recreation space unusable for its intended purposes?	Yes = 5 pts., Somewhat= 3pts., No = 0 pts..		
	3-4	5	Under existing conditions, are there adequate/sufficient recreation places in the community?	No= 5 pts., Somewhat=3pts., Yes = 0 pts.	Somewhat	3
	3-5	3	Under existing conditions, are there enough places to sit at the project site?	No= 3 pts., Somewhat=2pts., Yes = 0 pts.		
	3-6	5	Does the existing project site lack features or elements that connect it to the culture or history of the surrounding community?	Yes= 5 pts., Somewhat=3pts., No = 0 pts.	Yes	5

Section 4: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Community Need Assessment Question	Point Guidance	Applicant Response	Applicant's Self Score
To advance equity for underserved communities.	4-1	5	How does the percentage of usable public space in the underserved community compare to the region's average?	Below Average = 5pts., Average =3pts., Above Average = 0pts.	Below Average	5
	4-2	5	Is the project area an underutilized connection in an underserved community?	Yes = 5pts., Somewhat=3pts., No or NA = 0pts.		
	4-3	5	Is the project site an underutilized public space in an underserved community?	Yes = 5pts., Somewhat=3pts., No or NA = 0pts.	Yes	5
	4-4	5	Does the space function for people with disabilities or special needs?	No = 5pts., Somewhat=3pts., Yes or NA = 0pts.		

Section 5: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Community Need Assessment Question	Point Guidance	Applicant Response	Applicant's Self Score
Greening to provide shade, reduce urban island effect, and use native, low-water plants.	5-1	5	Under existing conditions what percentage of the space is landscaped and/or soft-scaped?	0-20%=5pts., 21-40=4pts., 41-60=3pts., 61-80=2pts., 81-100=1pts.		
	5-2	5	Under existing conditions, what percentage of landscape lacks native or low-water plants?	0-20%= 5pts., 21-40=4pts., 41-60=3pts., 61-80=2pts., 81-100=1pts.	35	4
	5-3	5	What percentage of the space is unusable due to lack of shade at midday?	0-20%=1pts., 21-40=2pts., 41-60=3pts., 61-80=4pts., 81-100=5pts.	75%	4
	5-4	5	What percentage of the project site is unusable due to excessive heat at midday?	0-20%=1pts., 21-40=2pts., 41-60=3pts., 61-80=4pts., 81-100=5pts.		
<p align="center">Total Score from Sections 1 to 5: Community Need Assessment (Max Possible Points is 50)</p>						45

Table 2: Completed Project’s Outcomes Assessment Form

Section 1: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Project’s Outcomes Questions	Point Guidance	Applicant Response	Applicant's Self Score
To reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit centers, and other public spaces.	1-1	4	By what percentage will the waste and debris within the project site be reduced.	0-25% =1 pt., 26-50%= 2pts., 51-75%= 3pts., 76-100%= 4pts.	100	4
	1-2	3	By what percentage will the signage and amenities for proper waste disposal or prevention increase at the project site?	0-33% = 1 pt., 34-66% = 2pts., 67-100% = 3pts.		
	1-3	4	What is the estimated reduction of waste or debris at the project site because of new physical features to discourage inappropriate waste disposal or dumping?	0-25% =1 pt., 26-50%= 2pts., 51-75%= 3pts., 76-100%= 4pts.	80	4
	1-4	3	What is the percent increase in the number of educational programs or events about litter abatement and proper waste disposal?	0-33% = 1 pt., 34-66% = 2pts., 67-100% = 3pts.		
	1-5	3	What is the percent increase in the number of litter pickup and waste disposal events?	0-33% = 1 pt., 34-66% = 2pts., 67-100% = 3pts.		

Section 2: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Project's Outcomes Questions	Point Guidance	Applicant Response	Applicant's Self Score
To enhance, rehabilitate, restore, or install measures to beautify and improve public spaces.	2-1	4	By what percentage will the project site be beautified or improved?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.	80	4
	2-2	4	By what percentage do the improvements increase the number and/or diversity of viable uses within the project site?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.		
	2-3	5	By what percentage do the improvements increase access to the project site?	0-20% = 1 pt., 21-40% = 2 pts., 41-60% = 3 pts., 61-80% = 4 pts., 81-100% = 5pts.		
	2-4	4	By what percentage will the quantity of human scale, energy conserving lighting will be increased?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.	60	4
	2-5	4	What percentage of project site will be improved with anti-graffiti/anti vandalism solutions?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.		
	2-6	4	Will visual art pieces be added to the project site?	2 or more = 4pts., 1 = 3 pts.		
	2-7	4	What is the percentage increase in educational programs informing the community how to do sanctioned public artwork (as opposed to vandalism/graffiti)?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.		

Section 3: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Project's Outcomes Questions	Point Guidance	Applicant Response	Applicant's Self Score
To enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation.	3-1	4	Will the project create or enable a critical connection to daily life destinations such as school, medical care, jobs, or groceries via walking, biking, or transit?	Yes = 4pts., Somewhat = 2pts., No or NA = 0pts.		
	3-2	4	Will the project improve a walking or biking route?	Yes = 4pts., Somewhat = 2pts., No or NA = 0pts.		
	3-3	4	Will the project improve or rehabilitate an existing public recreation space?	Yes = 4pts., Somewhat = 2pts., No or NA = 0pts.	Yes	4
	3-4	4	Will the project add new recreation space to the community?	Yes = 4pts., Somewhat = 2pts., No or NA = 0pts.		
	3-5	4	By what percentage will the project site(s) be improved for walking or recreation?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.		
	3-6	4	Will the improved project site incorporate features or elements that connect it to the culture or history of the surrounding community?	Definitely = 4 pts., Sufficiently = 3 pts., Somewhat = 2 pts., A little = 1 pt. Not at all = 0 pts.	Definitely	4

Section 4: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Project's Outcomes Questions	Point Guidance	Applicant Response	Applicant's Self Score
Advance equity for underserved communities.	4-1	4	What percentage of census tracts within a 1/4 mile of the project site qualify as underserved?	> 51%=4pts, 40-50%=3pts, 20-39%=2pts < 20% = 1pts	100%	4
	4-2	4	What percentage of transit routes within a 1/2 mile of the project site reach an underserved community?	> 51%=4pts, 40-50%=3pts, 20-39%=2pts < 20% = 1pts	50	3
	4-3	4	Will the project create or improve access to a key connection across a major physical barrier in an underserved community?	Yes = 4pts., Somewhat = 2pts., No or NA = 0pts.		
	4-4	4	Will the improved project site function for people with disabilities or special needs?	Yes = 4pts., Somewhat = pts., No or NA = 0pts.		

Section 5: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Project's Outcomes Question	Point Guidance	Applicant Response	Applicant's Self Score
Greening to provide shade, reduce urban island effect, and use native, low-water plants.	5-1	4	What is the anticipated decrease in impervious surfaces at the project site?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.		
	5-2	4	What will be the percent increase in native, drought tolerant plantings?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.	65	3
	5-3	4	What is the anticipated percent increase of shade measured at the noon hour?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.		
	5-4	4	What is the anticipated increase of greening or tree canopy?	0-25% = 1 pt., 26-50% = 2pts., 51-75% = 3pts., 76-100% = 4pts.	60	3
Total of Scores from Sections 1 to 5: Project Outcomes (Max Possible is 40)						37



STAFF REPORT
Board Meeting of December 22, 2021

AGENDA ITEM: 4-C

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Caltrans Smart Mobility Framework Guide 2020

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The Caltrans Smart Mobility Framework (SMF) Guide has been completed and posted online. This Guide is a starting point for those working to implement multimodal and sustainable transportation strategies in California. **SMF Guide (2020)** is an update to the Smart Mobility 2010: A Call to Action for the New Decade, which is more commonly referred to as the Smart Mobility Framework. Some components of the SMF, such as complete streets, are now being implemented throughout Caltrans; however, the SMF is broader than just Complete Streets and Active Transportation. The updated SMF Guide 2020 will be incorporated in the next FY 2023-24 Sustainable Transportation Planning Grant Application Guide.

SMF Guide (2020) describes strategies, performance measures, and analysis methods for implementing smart mobility, organized around five themes: **network management, multimodal choices, speed suitability, accessibility and connectivity, and equity**. The guide also describes the application of place types to identify transportation planning and project development priorities across California. Case study examples are used to illustrate the application of smart mobility strategies in real-world plans and projects.

SMF Guide (2020) will help in addressing the important issues of creating the California of the future — sustainable, multimodal, equitable, accessible, and economically viable.

For more information about the Smart Mobility Framework (SMF) Guide, visit the webpage for the [Office of Active Transportation & Complete Streets](#)

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of December 22, 2021

AGENDA ITEM: 4-D

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Active Transportation Resource Center Disadvantaged Communities Technical Assistance Program

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The [Active Transportation Resource Center \(ATRC\)](#) Disadvantaged Communities Technical Assistance Program ([DAC TA Program](#)) Recipient Application is now available for agencies or Tribes in need of technical support in preparation for the 2023 Cycle 6 Active Transportation Program (ATP). The DAC TA Program provides no-cost training workshops and ATP application development support to agencies with projects serving disadvantaged communities that have had limited success in receiving funding for active transportation projects. There are many technical services available in the program and selected recipients will have the opportunity to work with the ATRC's consultant to determine what level of technical assistance they need. The DAC TA Program [Recipient Application](#) is now available for agencies to apply for this technical assistance (due December 16). 10-15 recipients will be selected based on the recipient application.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of December 22, 2021

AGENDA ITEM: 4-E

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Transit and Intercity Rail Capital Program (TIRCP) 2022 Award Cycle

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The California State Transportation Agency (CalSTA) is releasing the final program guidelines and a call for projects for the Transit and Intercity Rail Capital Program (TIRCP) 2022 Award Cycle. The final guidelines, comparison document, and the call for projects are available on the [CalSTA website](#). Fully enacted program resources available through the budget include \$500-600 million of new funding for projects statewide through fiscal year 2026-27 (subject to adjustment based on future fund balance analysis).

Applications are due on March 3, 2022, and project awards are expected to be announced in June 2022.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of December 22, 2021

AGENDA ITEM: 4-F

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

United States Department of Transportation (U.S. DOT) Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Grant Award List

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The U.S. DOT has announced the successful applications for RAISE Grants. The Madera County Transportation Commission's application for a portion of the SR 99 Avenue 7-12 project was unsuccessful. There were only three successful applications in California, including:

- California High-Speed Rail Authority, Wasco State Route 46 Improvement Project
- San Francisco County Transportation Authority, Yerba Buena Island West Side Bridges Seismic Retrofit Project
- City of Oakland, Reconnecting Oakland: Safe, Reliable, and Equitable Access

The list of awarded RAISE Grants may be found on the [U.S. DOT website](#).

MCTC's RAISE Grant Application may be found on the [MCTC Website](#).

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of December 22, 2021

AGENDA ITEM: 4-G

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 4 – (Type 1 – Administrative Modification)

Enclosure: No

Action: Ratify

SUMMARY:

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 4 to the 2021 FTIP on November 19, 2021. Federal and State approval for Type 1 Amendments has been delegated to the MPO and is not required. The amendment includes the following:

- Updates the Grouped Projects Listing for the Highway Bridge Program (HBP), per Caltrans request.

Amendment No. 4 to the 2021 FTIP may be found on the [MCTC Website](#).

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of December 22, 2021

AGENDA ITEM: 4-H

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 5 – (Type 1 – Administrative Modification)

Enclosure: No

Action: Ratify

SUMMARY:

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 5 to the 2021 FTIP on December 3, 2021. Federal and State approval for Type 1 Amendments has been delegated to the MPO and is not required. The amendment includes the following:

- Corrects funding amounts on two existing CMAQ projects.

Amendment No. 5 to the 2021 FTIP may be found on the [MCTC Website](#).

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of December 22, 2021

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

SUBJECT:

MCTC Social Media – Executive Decision

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

An executive decision concerning MCTC’s social media was made by MCTC’s executive director on November 19, 2021. As director, Patricia Taylor has restricted all comments allowed on MCTC’s social media. If a reader would like additional information from MCTC concerning a post, an email will be provided.

FISCAL IMPACT:

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



STAFF REPORT
Board Special Meeting of December 22, 2021

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

SUBJECT:

Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 3

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 3

SUMMARY:

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTC Policy Board approve Resolution 21-15 Amendment No. 3, allowing for continued remote teleconferenced public meetings for all MCTC Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

FISCAL IMPACT:

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

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

In the matter of
**FINDING OF A PROCLAMATION OF A STATE
OF EMERGENCY BY THE GOVERNOR’S
ORDER DATED 3-4-20 PERSISTS, AND
AUTHORIZING REMOTE TELECONFERENCE
MEETINGS OF THE POLICY BOARD AND ITS
COMMITTEES OF THE MADERA COUNTY
TRANSPORTATION COMMISSION FOR THE
PERIOD OF JANUARY 1-31, 2021, PURSUANT
TO BROWN ACT PROVISIONS**

Resolution No.: **21-15**
Amendment No. 3

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The foregoing resolution was adopted this 22ND day of December 2021 by the following vote:

Commissioner Jose Rodriguez	_____
Commissioner Tom Wheeler	_____
Commissioner Waseem Ahmed	_____
Commissioner Brett Frazier	_____
Commissioner Cecelia Gallegos	_____
Commissioner Robert Poythress	_____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of December 22, 2021

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

SUBJECT:

Infrastructure Investment and Jobs Act of 2021 (IIJA)

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The Infrastructure Investment and Jobs Act of 2021 (IIJA), also referred to as BIL (Bipartisan Infrastructure Law), is a federal bill that addresses provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs of the U.S. Department of Transportation (U.S. DOT). The bill was approved by the 117th Congress (Senate passage on August 10, 2021 and House passage on November 5, 2021). On Monday, November 15, 2021, President Biden signed IIJA into law.

The bill includes \$1.2 trillion in investments over five years, from Federal Fiscal Year (FFY) 2022 through FY 2026, including \$550 billion in new spending on transportation, water, and power infrastructure projects. Included in your package is comprehensive PowerPoint presentation prepared by Federal Highway Administration (FHWA). Also, included in your package is a summary PowerPoint prepared by MCTC staff. MCTC staff presentation will focus on major IIJA transportation formula (apportionment) and discretionary (competitive funding programs). Under IIJA, California is estimated to receive the following guaranteed formula transportation formula:

- \$25.3 billion for federal-aid highway apportioned programs over five years (compared to approximately \$19.4 billion under the Fixing America's Surface Transportation Act (FAST Act), the last five-year authorization of federal-aid highway programs);
- \$4.2 billion over five years from a new bridge program;
- \$384 million over five years from a new program to support the expansion of an electric vehicle (EV) charging network; and
- \$9.45 billion over five years to improve public transportation options across the state (compared to approximately \$8.1 billion under the FAST Act, the last five-year authorization of federal-aid highway programs).

California, through the California Department of Transportation (Caltrans), traditionally reached an agreement with local transportation agencies to divide federal-aid highway funding apportioned to California at 60 percent to be controlled by the state and 40 percent by local agencies.

In addition, IJA also creates new transportation discretionary grant programs and increases funding for existing discretionary grant programs between FY 2022 and FY 2026; provides five years of National Network funding to Amtrak, totaling \$16 billion; and guarantees \$8 billion, and authorizes \$15 billion more in future appropriations for Federal Transit Administration (FTA) Capital Investment Grants.

FISCAL IMPACT:

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

Madera County Transportation Commission

Infrastructure Investment and Jobs Act (IIJA)
Bipartisan Infrastructure Law (BIL)
Includes Transportation Reauthorization

Patricia Taylor, Executive Director

Infrastructure Investment and Jobs Act (IIJA)

Item 5-5-A.

Bipartisan Infrastructure Law (BIL)

Includes Transportation Reauthorization

- **“Economic Recovery,”** President Biden – November 15, 2021
 - ❖ \$1.2T in total spending (\$550B in new spending) over 5 years (2022-2026)
- **“Once-in-a-generation investment,”** Governor Newsom

BIL – addresses provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs

☐ **California Benefits:** expected to receive the following guaranteed formula transportation funding: (*per CalSTA)

- \$25.3B for federal-aid highway apportioned programs (compared to approximately \$19.4 billion under FAST Act)
- \$4.2B over five years for a new bridge program
- \$9.45B over five years to improve public transportation options across the state (compared to approximately \$8.1 billion under FAST Act)
- \$384M over five years for a new program to support expansion of an electric vehicle (EV) charging network



California – through Caltrans – traditionally reached an agreement with local transportation agencies to divide federal-aid highway funding apportioned to California at 60 percent to be controlled by the state and 40 percent by local agencies

NEW transportation discretionary grant programs Item 5-5-A.
INCREASES funding for existing discretionary grant programs between FY 2022-2026.

Programs focus on climate action, equity, freight/goods movement, rail/transit, etc.

- **Existing:** Local and Regional Project Assistance (formerly RAISE/BUILD/TIGER) funded at \$7.5 billion over five years (\$15 billion total including authorized funding)
- **Existing:** INFRA funded at \$8 billion over five years (\$14 billion total including authorized funding)
- **Existing:** Federal Railroad Administration (FRA) CRISI program funded at \$5 billion over five years
- **Existing:** Federal-State Partnership for Intercity Passenger Rail funded at \$36 billion over five years
- **Existing:** Federal Transit Administration (FTA) Low-No Emission Vehicle Program funded at \$5.6 billion over five years

*NEW transportation discretionary grant programs
INCREASES funding for existing discretionary grant
programs between FY 2022-2026.*

Item 5-5-A.

- **New:** Bridge Investment Program (in addition to bridge formula program) funded at \$12.5 billion over five years
- **New:** National Infrastructure Project Assistance (for megaprojects) funded at \$5 billion over five years (\$15 billion total including authorized funding)
- **New:** Safe Street and Roads for All funded at \$5 billion over five years (\$6 billion total including authorized funding)
- **New:** Railroad Crossing Elimination Program at \$3 billion over five years
- **New:** Culvert removal, replacement, and restoration funded at \$1 billion over five years
- **New:** Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program funded at \$500 million over five years
- **New:** Reconnecting Communities Pilot Program at \$1 billion over five years
- **New:** Charging and Fueling Infrastructure Discretionary Grants at \$2.5 billion over five years

NEW transportation discretionary grant programs Item 5-5-A.
INCREASES funding for existing discretionary grant programs between FY 2022-2026.

Other NON-Surface Transportation Infrastructure Funding (over five years):

- Minimum of \$100M to help provide broadband coverage
- \$84M for wildfire protection
- \$40M to protect against cyber attacks
- \$3.5B to improve water infrastructure
- \$1.5B airport infrastructure

How does the Madera County region fit into the equation?

What does this mean for MCTC and the Madera County region?

- Uncertainty: Requires Some New Regulations and New Guidance to be developed prior to implementation
- ❑ Potential Funding Increases:
 - ❖ Regional Surface Transportation Program (RSTP)
 - ❖ Congestion Mitigation and Air Quality (CMAQ)
 - ❖ Metropolitan Planning (highway and transit)
 - ❖ Highway and Bridge Funding
 - ❖ Transit Funding
- ❑ Adds New Funding – competitive and discretionary programs (a few new programs are as follows):
 - ❖ TAP (Transportation Alternative Program)
(Madera now eligible)
 - ❖ PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (Grant Program)
 - ❖ Carbon Reduction Program
 - ❖ Evs, resiliency, airports, broadband



What's Next – Key Takeaways for Madera

Item 5-5-A.

- ❑ Expecting new regulations and new guidance packages – will not see all funds instantly
- ❑ Beauty of Measure T – Locally controlled
- ❑ Continue **Multi-Modal Planning** in Madera County region
- ❑ Identify how the federal funding can help plan/implement Madera's vision
- ❑ Identify how to maximize limited resources efficiently and effectively
- ❑ Start laying the groundwork now
- ❑ Make sure our planning studies align with the **community needs** and funding opportunities
- ❑ Work in **partnership** with federal, state, and local agencies
- ❑ Strengthen **grant writing** (approximately 11 new competitive grant programs, and 6 new competitive pilot programs) – this does not include the state programs
- ❑ A permanent fix for the Highway Trust Fund was not addressed (no new revenue sources). Continue to work with **Members of Congress**

Thank You!

Patricia Taylor, Executive Director

Madera County Transportation Commission

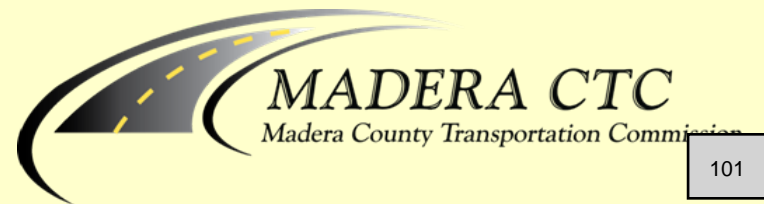
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BIPARTISAN INFRASTRUCTURE LAW (BIL)*

Overview of Highway Provisions

[Patricia Taylor, Executive Director]
[Madera County Transportation Commission]
[December 22, 2021]



U.S. Department
of Transportation
**Federal Highway
Administration**

*Also known as the “Infrastructure Investment and Jobs Act”

SETTING THE STAGE

- Introductory Notes
- Key Terms

Introductory Notes

- This presentation:
 - focuses on highway provisions in the BIL
 - provides an overview of significant programs and provisions, but it is not all inclusive
 - does not include programs that BIL authorizes subject to future appropriation
 - includes information on several relevant programs that the Office of the Secretary will administer
- Section (§) references in the presentation refer to BIL sections
- References to “Division J” refer to the appropriations portion of BIL (Title VII relates to the U.S. Department of Transportation)

For more information, please visit the Federal Highway Administration’s BIL website: [fhwa.dot.gov/bipartisan-infrastructure-law](https://www.fhwa.dot.gov/bipartisan-infrastructure-law)

Disclaimer: Except for any statutes or regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the public in any way. This presentation is intended only to provide information regarding existing requirements under the law or agency policies.

Key Terms

- **Budget Authority:** empowerment by Congress that allows Federal agencies to incur obligations that will result in the outlay of funds
- **Contract Authority (CA):** form of Budget Authority that permits obligations to be made in advance of appropriations
- **Appropriated Budget Authority (ABA):** form of Budget Authority that establishes or continues both an authorization act and an appropriation act before any funds can be obligated
- **Advance Appropriations:** appropriated funds that become available for obligation one or more fiscal years after the budget year
- **Apportionment:** the distribution of funds to States as prescribed by statutory formula
- **Allocation:** an administrative distribution of funds for programs that are not distributed to States by statutory formula
- **Obligation:** the Federal government's legal commitment to pay or reimburse entities for the Federal share of a project's eligible costs
- **Highway Trust Fund (HTF):** account established by law to hold Federal highway-user taxes that are dedicated for highway and transit related purposes

BIL HIGHLIGHTS

- Milestones Toward Enactment of BIL
- BIL Goes Beyond Transportation
- Includes \$567.1 B (All DOT Modes) Over FY 22-26
- High Points of BIL Highway Provisions

Milestones Toward Enactment of BIL

Date	Milestone
July 2021	Senators released bipartisan infrastructure framework
August 10, 2021	Senate passed Bipartisan Infrastructure Deal (BIL)
November 5, 2021	House passed BIL
November 15, 2021	President Biden signed BIL into law (Public Law No: 117-58)

BIL Goes Beyond Transportation

- Once-in-a-generation investment in infrastructure
- Grows the economy, enhances U.S. competitiveness, creates good jobs, and makes the U.S. economy more sustainable, resilient, and equitable
- Around \$550 B in new Federal infrastructure investment, including—
 - Largest federal investment in public transit ever
 - Largest federal investment in passenger rail since the creation of Amtrak
 - Largest dedicated bridge investment since the construction of the Interstate System
 - Largest investment in clean drinking water & wastewater infrastructure in U.S. history
 - Largest investment in clean energy transmission & electric vehicle infrastructure in history
 - Ensuring every American has access to reliable high-speed internet
- On average, around 2 million jobs per year

Includes \$567.1 B (All DOT Modes) Over FY 22-26

Program	Contract Authority (CA) (\$ B, FY 22-26)	Advance appropriations (\$ B, FY 22-26)
Federal Aviation Administration	---	25.0
Federal Highway Administration	303.5	47.3
Federal Motor Carrier Safety Administration	4.5	0.7
Federal Railroad Administration / Amtrak	---	66.0
Federal Transit Administration	69.9	21.3
Maritime Administration	---	2.3
National Highway Traffic Safety Administration	5.1	1.6
Office of the Secretary	---	19.0
Pipeline & Hazardous Materials Safety Admin.	---	1.0
		184.1

Note: Table does not include amounts that BIL authorizes subject to [future] appropriation

High Points of BIL Highway Provisions

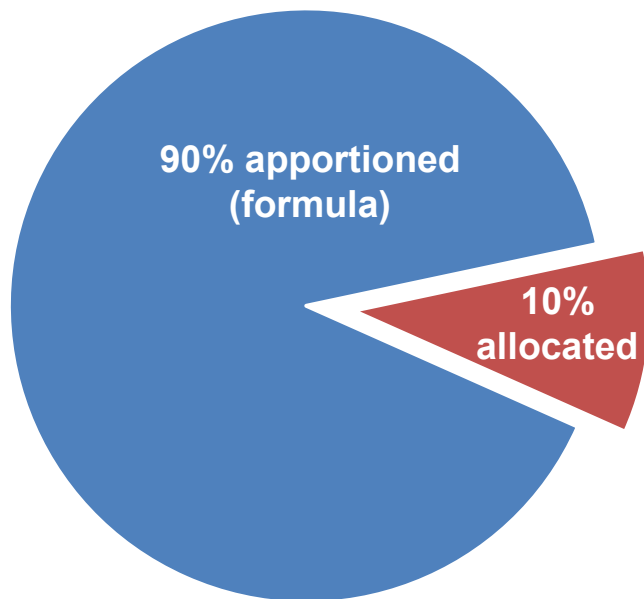
- **Funds highway programs for five years** (FY 22-26)
- **\$350.8 B (FY 22-26) for highway programs**
 - \$303.5 B in Contract Authority (CA) from the Highway Trust Fund (HTF)
 - +\$47.3 B in advance appropriations from the General Fund (GF)
- **More than a dozen new highway programs**, including—
 - **Formula:** resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
 - **Discretionary:** bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities
- Focus on safety, bridges, climate change, resilience, and project delivery
- **More opportunities for local governments and other non-traditional entities** to access new funding
- \$90 B transfer (GF->HTF) to **keep the HTF Highway Account solvent for years**

\$350.8 B (FY 22-26) FOR HIGHWAY PROGRAMS

- \$303.5 B in Contract Authority from the HTF
- +\$47.3 B from the General Fund (GF) for “Highway Infrastructure Programs” (HIP)
- Nine Categories of HIP Funding Under BIL (from the GF)
- Funding Available to a Range of Recipients

\$303.5 B in Contract Authority from the HTF

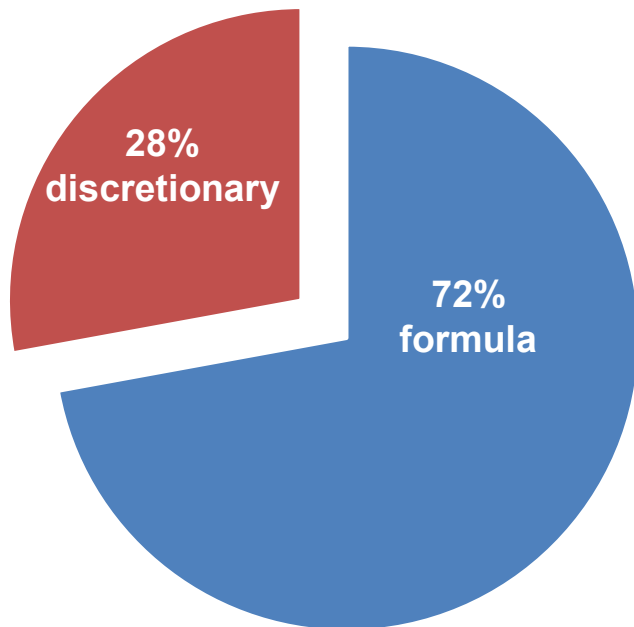
**BIL highway CA,
apportioned vs. allocated**



- Five years of funding (FY 22-26)
- +29% highway CA (avg. annual, FY 22-26) vs. current law (FY 21)
- Mostly (90%) apportioned to States
- All FAST Act highway programs will continue
- ...plus new CA programs (apportioned and allocated)

+\$47.3 B from the General Fund (GF) for “Highway Infrastructure Programs” (HIP)

BIL HIP advance appropriations, formula vs. discretionary



- Majority (72%) distributed by formula
- All provided from the General Fund
- 9 categories of advance appropriations; 6 supplemental to CA

Nine Categories of HIP Funding Under BIL (from the GF)

Total, FY 22-26	Program
\$27.5 B	Bridge Formula Program
\$9.2 B*	Bridge Investment Program (discretionary)
\$5.0 B	National Electric Vehicle Formula Program
\$3.2 B*	INFRA Program
\$1.3 B	Appalachian Development Highway System (ADHS)
\$0.5 B*	Reconnecting Communities Pilot Program
\$0.3 B*	Ferry Boat Program
\$0.2 B*	Reduction of Truck Emissions at Port Facilities
\$0.1 B*	University Transportation Centers (UTCs)

* Supplements CA separately provided by BIL for this program

Funding Available to a Range of Recipients

Program Examples	State	MPO	Local	Tribe	PA*	Territory	FLMA*
Apportioned programs (formula)	✓						
National Electric Vehicle Formula Program	✓		✓				
Safe Streets and Roads for All program		✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓		✓
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓		✓	✓			
INFRA	✓	✓	✓	✓	✓		✓
Nat'l Infra. Project Assistance	✓	✓	✓	✓	✓		
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	

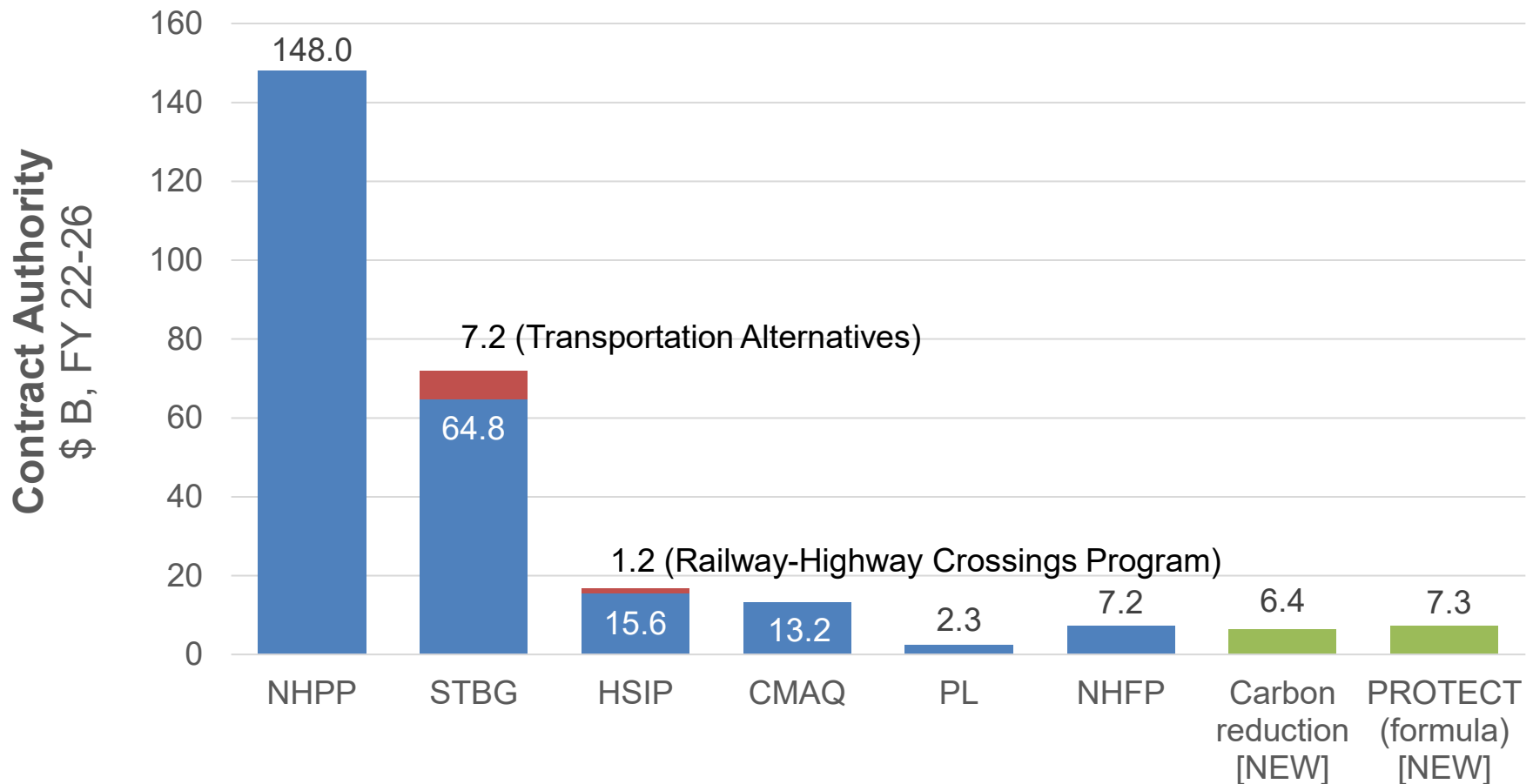
Note: This table does not include all BIL programs or eligible entities, and there are additional nuances not represented in this table. Additional programmatic information is provided in later slides. FHWA will administer most, but not all, programs listed.

* "PA" means a special purpose district or public authority with a transportation function; FLMA means Federal Land Management Agency

APPORTIONED HIGHWAY PROGRAMS

- 8 Apportioned CA Programs (Including 2 New)
- Changes to Existing CA Programs (NHPP, STBG, HSIP, CMAQ, and NHFP)

8 Apportioned CA Programs (Including 2 New)



Federal-aid apportioned programs under BIL

Changes to National Highway Performance Program (NHPP)

Topic	Changes
Program purpose	<p>Adds as an additional program purpose:</p> <ul style="list-style-type: none"> • providing support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters
Eligible projects	<p>Adds new eligible projects:</p> <ul style="list-style-type: none"> • undergrounding public utility infrastructure carried out in conjunction with an otherwise eligible project • resiliency improvements (including protective features) on the NHS • activities to protect NHS segments from cybersecurity threats. • protective features (related to mitigating risk of recurring damage or the cost of future repairs from extreme weather events, flooding, or other natural disasters) on Federal-aid highways/bridges off the NHS ($\leq 15\%$ of NHPP funds)
Asset management plans	<ul style="list-style-type: none"> • Requires consideration of extreme weather and resilience in lifecycle cost and risk management analyses

Changes to Surface Transportation Block Grant Program (STBG)

Item 5-5-A.

Topics	Changes
Eligible projects	Adds several new types of eligible projects, including: <ul style="list-style-type: none"> • EV charging infrastructure • protective features to enhance resilience • wildlife crossing projects
Off-system bridges	<ul style="list-style-type: none"> • Increases off-system bridge set-aside • Adds eligibility to include replacing a low water crossing with a bridge
Sub-allocation	<ul style="list-style-type: none"> • Population categories for sub-allocation split into smaller ranges: <ul style="list-style-type: none"> ○ < 5,000 ○ [NEW] 5,000 – 49,999 ○ [NEW] 50,000 – 200,000 ○ >200,000 • Requires States to consult with RTPOs and MPOs for urbanized areas with 50,000-200,000 pop. before using certain suballocated funding
	<ul style="list-style-type: none"> • Permits States to use up to 15% of funds for eligible projects or maintenance on non-Federal aid highways in rural areas, and up to 5% for certain barge landing, dock and waterfront infrastructure projects

Changes to Transportation Alternatives (TA) Set-aside from STBG

Topic	Changes
Funding	<ul style="list-style-type: none"> Increases funding, setting it at 10% of total STBG funds each FY Increases from 50% to 59% the portion of TA funds that must be suballocated to areas of the State based on population Continues to permit States to transfer up to 50% of TA funds to any other apportioned program but establishes new conditions Allows States to use up to 5% of available funds (after suballocation) to fund staff to administer the TA program and assist applicants
Eligible projects	<ul style="list-style-type: none"> Reaffirms eligibility for safe routes to school projects and activities Adds activities relating to vulnerable road user safety assessments
Eligible entities	<ul style="list-style-type: none"> Adds as eligible entities MPOs representing a pop. $\leq 200,000$, any nonprofit entities, and States at the request of another eligible entity
Federal share	<p>Subject to certain requirements:</p> <ul style="list-style-type: none"> provides for a Federal share up to 100% allows HSIP funds to be used toward the non-Federal share allows non-Federal share requirements to be met on an aggregate basis instead of by project

Changes to Highway Safety Improvement Program (HSIP)

Topic	Changes
Eligible projects	<ul style="list-style-type: none">• Adds eligibility ($\leq 10\%$ of HSIP funds) for specified safety projects (including non-infrastructure safety projects related to education, research, enforcement, emergency services, and safe routes to school)• Modifies the HSIP definition of highway safety improvement project by adding or clarifying some project types. Some examples include:<ul style="list-style-type: none">○ railway-highway crossing grade separation projects;○ traffic control devices for pedestrians and bicyclists; and○ roadway improvements that separate motor vehicles from bicycles or pedestrians
Vulnerable road users	<ul style="list-style-type: none">• Requires States to complete vulnerable road user (VRU) safety assessments, taking into consideration a Safe System approach• Adds new special rule for States with total annual VRU fatalities comprising $\geq 15\%$ of total annual crash fatalities in State

Changes to Railway-Highway Crossings Program (RHCP)

Topic	Changes
Eligible projects	<ul style="list-style-type: none"> Clarifies funds are eligible for projects to reduce pedestrian fatalities and injuries from trespassing at grade crossings (ped safety improvements at crossings are already an eligible activity)
Uses of funding	<ul style="list-style-type: none"> Eliminates the 50% set-aside for “protective devices” Increases the maximum incentive payment that a State may pay a local government for closing a public at-grade railway-highway crossing from \$7,500 to \$100,000, subject to certain conditions Increases from 2% to 8% the amount a State may use for data compilation and analysis in support of its annual RHCP report
Federal share	<ul style="list-style-type: none"> Increases the Federal share for projects financed with funds set aside for this program from 90% to 100%
Reports	<ul style="list-style-type: none"> Requires FRA to summarize highway-rail grade crossing action plans and evaluate each State railway-highway crossing program and submit report to Congress on the results (§22401) Requires FRA, in consultation with FHWA, to update the report based on State annual reports required under the program and submit it to Congress (§22403)

Changes to Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Topic	Changes
Eligible projects	<ul style="list-style-type: none"> • Adds eligibilities for— <ul style="list-style-type: none"> ○ shared micromobility (e.g., bikeshare, shared e-scooters) ○ purchase of diesel replacements ○ purchase of medium/heavy-duty zero emission vehicles and related charging equipment ○ modernization/rehab of a lock and dam or a marine highway corridor, connector, or crossing, if certain criteria are met ($\leq 10\%$ of CMAQ funds)
Rail/transit operating assistance	<ul style="list-style-type: none"> • CMAQ funds may be used for rail/transit operating assistance (w/o time limitation) in association with certain CMAQ projects located in certain areas
Equity	<ul style="list-style-type: none"> • Requires, to the maximum extent practicable, prioritizing disadvantaged communities or low-income populations when obligating funds to reduce PM_{2.5} emissions

Changes to National Highway Freight Program (NHFP)

Topic	Changes
Freight intermodal/ freight rail projects	<ul style="list-style-type: none">• State may use ≤30% (vs. 10% under current law) of NHFP funding on freight intermodal or freight rail projects, subject to certain restrictions
Locks, dams, marine highways	<ul style="list-style-type: none">• Adds eligibility for modernization/rehab of a lock and dam or a marine highway corridor, connector, or crossing (including an inland waterway corridor, connector, or crossing) that are:<ul style="list-style-type: none">○ functionally connected to the National Highway Freight Network; and○ likely to reduce on-road mobile source emissions
Critical freight corridors	<ul style="list-style-type: none">• Allows the designation of more miles as critical rural freight corridors and critical urban freight corridors

SAFETY

- Highway Safety Improvement Program (highlighted earlier)
- Railway-Highway Crossings Program (highlighted earlier)
- Safe Streets and Roads for All
- Wildlife Crossings Pilot Program
- Other Safety-related Provisions

[NEW] Safe Streets and Roads for All (discretionary)

Purpose	Support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).
Funding	\$5.0B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • MPO • Political subdivision of a State (e.g., local governments) • Tribal government
Eligible projects	<ul style="list-style-type: none"> • Comprehensive safety action plan (planning grant) • Planning, design, and development activities for infrastructure projects and other strategies identified in a comprehensive safety action plan
Other key provisions	<ul style="list-style-type: none"> • Sets aside not less than 40% of total funding each FY for planning grants. • Requires considering, among other factors, the likelihood of a project significantly reducing or eliminating fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators.

[NEW] Wildlife Crossings Pilot Program (discretionary)

Item 5-5-A.

Purpose	Support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity
Funding	<ul style="list-style-type: none"> • \$350 M (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State highway agency (or equivalent) • MPO • Local government • Regional transportation authority • Special purpose district or public authority with a transportation function • Indian Tribe • Federal land management agency
Eligible projects	<ul style="list-style-type: none"> • Projects to reduce wildlife-vehicle collisions
Other key provisions	<ul style="list-style-type: none"> • Sets aside not less than 60% of grant funds for projects in rural areas • Provision related to pilot program requires: <ul style="list-style-type: none"> ○ study of methods to reduce wildlife-vehicle collisions; ○ workforce development and technical training courses with; ○ standardized methodology for collecting and reporting spatially accurate wildlife collision and carcass data for the NHS; and ○ guidance on evaluating highways for potential mitigation measures to reduce wildlife-vehicle collisions and increase habitat connectivity.

Other Safety-related Provisions

Program/topic	Provisions in the new law
Increasing Safe and Accessible Transportation Options (§11206)	<ul style="list-style-type: none"> • Defines Complete Streets standards and policies • Requires each State and MPO to carry out transportation planning activities related to complete streets or multimodal travel using— <ul style="list-style-type: none"> ○ State: at least 2.5% of its State Planning and Research (SPR) funds ○ MPO: at least 2.5% of its Metropolitan Planning (PL) funds
Manual on Uniform Traffic Control Devices (MUTCD) (§§11129, 11135)	<ul style="list-style-type: none"> • Adds to MUTCD purposes inclusion and mobility for all users • Requires MUTCD update within 18 months, every 4 years thereafter • Requires first update to provide for protection of vulnerable road users to the greatest extent possible, among other specified elements

WORKFORCE

- Davis-Bacon and Buy America Provisions
- Other Workforce Provisions

Davis-Bacon and Buy America Provisions

Program/topic	Provisions in the new law
Davis-Bacon (various sections)	<ul style="list-style-type: none"> • Davis-Bacon wage requirements apply for most major highway programs
Buy America requirements for title 23 projects (§11513)	<ul style="list-style-type: none"> • Buy America waivers for <u>title 23 projects</u> require public notice of proposed waivers, public comment, annual report to Congress
Buy America requirements for all infrastructure projects receiving Federal assistance (§§70911-70917)	<ul style="list-style-type: none"> • New Buy America requirements apply to <u>all</u> infrastructure projects receiving Federal financial assistance <ul style="list-style-type: none"> ○ Manufacturing processes for iron, steel, construction materials and manufactured products must occur in U.S. ○ Cost of components of manufactured products mined, produced, or manufactured in U.S. must be >55% of the cost of all components ○ Waivers only if applying requirement is not in the public interest, materials are not available, or meeting requirement would increase overall project cost by >25% (to be reviewed every 5 years) ○ Requires Federal agencies to identify “deficient programs” not meeting the new Federal government-wide Buy America requirement

Other Workforce Provisions

Program/topic	Provisions in the new law
Local hiring preference for construction jobs (§25019)	<ul style="list-style-type: none"> • Permits a recipient or subrecipient of funding under title 23 or 49, United States Code to implement a local or other geographical or economic hiring preference relating to the use of labor for construction projects • Requires DOT to submit a Workforce Diversity Report to Congress, followed by a model plan for States, local governments, and private sector entities to use • The report and model plan must address methods to enhance pre-apprenticeship programs, improve transportation workforce diversity, and encourage (sub)recipients to establish outreach and support programs
Surface transportation workforce development, training, and education (§13007)	<ul style="list-style-type: none"> • Expands eligibility to include a variety of training and employment activities
Transportation education and training development and deployment program (§13007)	<ul style="list-style-type: none"> • Expands eligibility to State DOTs and partnerships with Federal departments and agencies • Expands program to include implementing new curricula and education programs to provide hands-on career opportunities to meet current and future needs

CLIMATE AND RESILIENCE

- Carbon Reduction Program
- PROTECT Grants (formula and discretionary)
- Charging and Fueling Infrastructure
- National Electric Vehicle Formula Program
- Congestion Relief Program
- Other Climate and Resilience Provisions

[NEW] Carbon Reduction Program (formula)

Purpose	Provide funding for projects to reduce transportation emissions or the development of carbon reduction strategies.
Funding	\$6.4 B (FY 22-26) in Contract Authority from the HTF
Recipients	<ul style="list-style-type: none"> States (including DC)
Distribution formula	<ul style="list-style-type: none"> Apportioned to States by formula 65% of funds are suballocated (reserved for use in certain areas of the State, based on population)
Other key provisions	<ul style="list-style-type: none"> Requires State, in consultation with MPOs, to develop (and update at least every 4 years) a carbon reduction strategy and submit it to DOT for approval. DOT must certify that a State's strategy meets the statutory requirements.

[NEW] PROTECT* Formula Program

Purpose	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Funding	\$7.3 B (FY 22-26) in Contract Authority from the HTF
Recipients	<ul style="list-style-type: none"> States (including DC)
Distribution formula	<ul style="list-style-type: none"> Apportioned to States by formula
Other key provisions	<ul style="list-style-type: none"> Highway, transit, and certain port projects are eligible Higher Federal share if the State develops a resilience improvement plan and incorporates it into its long-range transportation plan Of the amounts apportioned to a State for a fiscal year, the State may use: <ul style="list-style-type: none"> not more than 40% for construction of new capacity not more than 10% for development phase activities

* *The full name of the program is Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program.*

[NEW] PROTECT Grants (discretionary)

Purpose	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Funding	\$1.4 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State (or political subdivision of a State) • MPO • Local government • Special purpose district or public authority with a transportation function • Indian Tribe • Federal land management agency (applying jointly with State(s)) • <i>Different eligibilities apply for at-risk coastal infrastructure grants</i>
Eligible projects	<ul style="list-style-type: none"> • Highway, transit, intercity passenger rail, and port facilities • Resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building • Construction activities (oriented toward resilience) • Construction of (or improvement to) evacuation routes
Other key provisions	<ul style="list-style-type: none"> • Higher Federal share if the eligible entity develops a resilience improvement plan (or is in a State or area served by MPO that does) and the State or MPO incorporates it into its long-range transportation plan • May only use up to 40% of the grant for construction of new capacity

[NEW] Charging and Fueling Infrastructure (discretionary)

Item 5-5-A.

Purpose	Deploy electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities
Funding	\$2.5 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State or political subdivision of a State • MPO • Local government • Special purpose district or public authority with a transportation function • Indian Tribe • Territory
Eligible projects	<ul style="list-style-type: none"> • Acquisition and installation of publicly accessible EV charging or alternative fueling infrastructure • Operating assistance (for the first 5 years after installation) • Acquisition and installation of traffic control devices
Other key provisions	<ul style="list-style-type: none"> • Requirement to redesignate alternative fuel corridors and establish a process to regularly redesignate these corridors • Set-aside (50%) to install EV charging and alternative fueling infrastructure on public roads or in other publicly accessible locations, such as parking facilities at public buildings, schools, and parks

[NEW] National Electric Vehicle Formula Program (formula and discretionary*)

Purpose	Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability
Funding	\$5 B (FY 22-26) in advance appropriations from the GF
Recipients	<ul style="list-style-type: none"> States (including DC and Puerto Rico)
Distribution formula	<ul style="list-style-type: none"> Same shares as Federal-aid highway apportionments
Other key provisions	<ul style="list-style-type: none"> Funded projects must be located along designated alt fuel corridors Sets aside 10% of funding for discretionary grants to State and local governments that require additional assistance to strategically deploy EV charging infrastructure State must submit plan to DOT describing planned use of funds If State doesn't submit plan (or carry it out), DOT may withhold or withdraw funds and redistribute within the State, or to other States Establishes DOT-DOE Joint Office of Energy and Transportation Requires DOT to designate national EV charging corridors to support freight and goods movement

* Program sets aside funds for discretionary technical assistance grants; also if DOT withholds or withdraws funding from a State, DOT may award funds to local governments in the same State.

[NEW] Congestion Relief Program (discretionary)

Purpose	Advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of 1M+.
Funding	\$250 M (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State • MPO • City or municipality
Eligible projects	<ul style="list-style-type: none"> • Planning, design, implementation, and construction activities to achieve the program goals, including: <ul style="list-style-type: none"> ○ deployment and operation of integrated congestion management systems, systems that implement or enforce HOV toll lanes or pricing strategies, or mobility services; and ○ incentive programs that encourage carpooling, nonhighway travel during peak periods, or travel during nonpeak periods. • Subject to certain requirements and approval by the Secretary, provides for tolling on the Interstate System as part of a project carried out with a grant under the program

Other Climate and Resilience Provisions

Program/topic	Provisions in the new law
Standards for EV charging stations (§11129)	<ul style="list-style-type: none"> Requires electric vehicle charging infrastructure installed using title 23 funds to provide for non-proprietary charging connectors that meet industry safety standards and payment methods available to all members of the public
Report on emerging alternative fuel vehicles and infrastructure (§11511)	<ul style="list-style-type: none"> Requires the Secretary to prepare a report on emerging alternative fuel vehicles and infrastructure which includes an evaluation of emerging alternative fuel vehicles, identification of areas where emerging alternative fuel infrastructure will be needed, estimates the future need for emerging alternative fueling infrastructure, and includes a tool for States to evaluate different adoption and use scenarios.
Conditions and performance (C&P) report (§13006)	<ul style="list-style-type: none"> Requires the C&P report to address resilience needs

BRIDGES

- Bridge Formula Program
- Bridge Investment Program
- Other Bridge-related Provisions

[NEW] Bridge Formula Program

Purpose	Replace, rehabilitate, preserve, protect, and construct bridges on public roads
Funding	\$27.5 B (FY 22-26) in advance appropriations from the GF
Recipients	<ul style="list-style-type: none"> States (including DC and Puerto Rico)
Distribution formula	<ul style="list-style-type: none"> 75% based on relative costs of replacing State's poor condition bridges 25% based on relative costs of rehabilitating State's fair condition bridges ...but each State receives at least \$45M per FY (22-26)
Other key provisions	<ul style="list-style-type: none"> Benefits for "off-system" (non-Federal-aid highway) bridge projects <ul style="list-style-type: none"> 15% of funds reserved for such projects 100% Federal share if owned by a local agency or Federally-recognized Tribe Sets aside 3% of the funds appropriated for the program for Tribal transportation facility bridges, which shall be administered as if made available under the Tribal Transportation Program

[NEW] Bridge Investment Program (discretionary)

Purpose	Improve bridge (and culvert) condition, safety, efficiency, and reliability
Funding	<p>\$12.5 B (FY 22-26), including—</p> <ul style="list-style-type: none"> • \$3.3 B (FY 22-26) in Contract Authority from the HTF; and • \$9.2 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State • MPO (w/ pop. >200K) • Local government • Special purpose district or public authority with a transportation function • Federal land management agency • Tribal government
Eligible projects	<ul style="list-style-type: none"> • Project to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory • Project to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species
Other key provisions	<ul style="list-style-type: none"> • At least 50% of funding reserved for certain large projects; option for multi-year funding agreements • Different process for funding projects ≤\$100 M cost • Sets aside average of \$40M per FY for Tribal transportation bridges

Other Bridge-related Provisions

Program/topic	Provisions in the new law
Accommodation of bicycles and pedestrians on bridges (§11133)	<ul style="list-style-type: none"> • Modifies an existing requirement for highway bridge deck replacement and rehabilitation to provide for safe accommodation of bicycles to also include pedestrians
Bridge terminology (§11524)	<ul style="list-style-type: none"> • Updates bridge terminology, replacing “structurally deficient” with “in poor condition”
Wildlife habitat connectivity (§11123)	<ul style="list-style-type: none"> • Requires the Secretary to determine whether bridge or tunnel replacement or rehabilitation projects should include measures to enable safe and unimpeded movement for terrestrial and aquatic species • Requires bridge and tunnel inspection training be updated to include techniques to assess passage of aquatic and terrestrial species and habitat restoration potential
National culvert removal, replacement, and restoration grants (§21203)	<ul style="list-style-type: none"> • New discretionary grant program for projects that would improve or restore passage for anadromous fish • \$1.0 B (FY 22-26) in advance appropriations from the GF • Eligible entities include States, local governments and Indian Tribes

EQUITY

- Reconnecting Communities Pilot Program
- Rural Surface Transportation Grants

[NEW] Reconnecting Communities Pilot Program (discretionary)

Item 5-5-A.

Purpose	Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development
Funding	<p>\$1 B (FY 22-26), including—</p> <ul style="list-style-type: none"> • \$500 M (FY 22-26) in Contract Authority from the HTF; and • \$500 M (FY 22-26) in advance appropriations from the GF
Eligible entities	<p><u>Planning grants:</u></p> <ul style="list-style-type: none"> • State • MPO • Local government • Tribal government • Nonprofit organization <p><u>Capital construction grants:</u> Owner of an eligible facility (may partner with any of the eligible entities for a planning grant)</p>
Eligible activities	<ul style="list-style-type: none"> • Planning grants (\leq\$2M) • Grants ($\geq$\$5M) for capital construction projects, including the removal and replacement of eligible facilities

[NEW] Rural Surface Transportation Grants (discretionary)

Purpose	Improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.
Funding	\$2 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State • Regional transportation planning organization (RTPO) • Local government • Tribal government
Eligible projects	<ul style="list-style-type: none"> • Highway, bridge, or tunnel projects eligible under NHPP, STBG or the Tribal Transportation Program • Highway freight project eligible under NHFP • Highway safety improvement project • Project on a publicly-owned highway or bridge improving access to certain facilities that support the economy of a rural area • Integrated mobility management system, transportation demand management system, or on-demand mobility services
Other key provisions	<ul style="list-style-type: none"> • Sets aside each FY: ≤10% for grants to small projects (<\$25M); 25% for designated routes of the ADHS; and 15% for projects in States with higher than average rural roadway lane departure fatalities

FEDERAL LANDS AND TRIBAL

- Federal Lands Transportation Program
- Federal Lands Access Program
- Tribal Transportation Program
- Nationally Significant Federal Lands and Tribal Projects Program
- Other Federal Lands and Tribal Provisions

Changes to Federal Lands Transportation Program (FLTP)

Item 5-5-A.

Funding	\$2.2 B (FY 22-26) in Contract Authority from the HTF
Other key provisions	<ul style="list-style-type: none">• Raises (from \$10M to \$20M) the annual cap on FLTP funds that may be used in support of environmental mitigation to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity• Requires that ≥\$7M be made available each FY for each Federal agency eligible to compete for amounts made available for the program (Division J)• Increases the amount of FLTP and FLAP funds to be set aside each FY for transportation planning from 5% to 20% (§11113)• Requires FLTP projects to consider, to the maximum extent practicable, the use of locally adapted native plants and designs that minimize runoff and heat generation

Changes to Federal Lands Access Program (FLAP)

Funding	\$1.5 B (FY 22-26) in Contract Authority from the HTF
Other key provisions	<ul style="list-style-type: none">• Adds new eligibility for context-sensitive solutions, interpretive panels in or adjacent to parking areas, wayfinding markers, landscaping, and cooperative mitigation of visual blight• Changes the Federal share to up to 100% (as opposed to being determined based on 23 U.S.C. 120)• Increases the amount of FLAP and FLTP funds to be set aside each FY for transportation planning from 5% to 20%• Requires FLAP projects to consider, to the maximum extent practicable, use of locally adapted native plants and designs that minimize runoff and heat generation

Changes to Tribal Transportation Program (TTP)

Funding	\$3 B (FY 22-26) in Contract Authority from the HTF
Tribal bridges	<ul style="list-style-type: none"> • Eliminates current TTP set-aside for Tribal Transportation Bridge Program • Instead, funds Tribal bridges via set-asides from the— <ul style="list-style-type: none"> ○ Bridge Investment Program, including— <ul style="list-style-type: none"> ▪ \$100M (FY 22-26) in Contract Authority from the HTF; and ▪ \$100M (FY 22-26) in advance appropriations from the GF; and ○ Bridge Formula Program (\$825M over FY 22-26 in advance appropriations from the GF) <p>(§§11118, 14004, Division J)</p>
Other key provisions	<ul style="list-style-type: none"> • Sets aside from the TTP \$45 M (FY 22-26) in Contract Authority from HTF to fund Tribal High Priority Projects program (§11128) • Increases set-aside amount for TTP Safety Fund from 2% to 4% (§14008) • Updates bridge terminology, replacing references to “deficient bridges” and “structurally deficient or functionally obsolete” with “classified as in poor condition, having low load capacity, or needing geometric improvements” (§11524)

Changes to Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)

Funding	<ul style="list-style-type: none">• \$275 M (FY 22-26) in Contract Authority from the HTF
Other key provisions	<ul style="list-style-type: none">• Reduces (from \$25 M to \$12.5 M) minimum eligible project cost• Modifies the Federal share:<ul style="list-style-type: none">○ Establishes a Federal share for Tribal projects of 100%;○ For other projects, it allows title 23 and title 49 funds to be used for the “non-Federal” share• Requires an even split between Tribal and Federal lands projects• Of the funds for Federal lands projects, requires that at least 1 eligible project be carried out in a unit of the National Park System with ≥ 3 M annual visitors

Other Federal Lands and Tribal Provisions

Topic	Provisions in the new law
Contracting	<ul style="list-style-type: none"> Improves project delivery by allowing the Secretary to use alternative contracting methods available to States under title 23 (§11305)
Categorical exclusions (CE)	<ul style="list-style-type: none"> Allows FLMAs to use CEs permitted in FHWA's NEPA regulations, subject to certain conditions (§11311) Allows the Secretary of the Interior to grant a CE for oil and natural gas pipelines and pumping units located on Federal land or Indian land (§11318)
Other NEPA provisions	<ul style="list-style-type: none"> Permits FLMAs to use a FHWA environmental document for projects addressing the same or substantially the same action (§11311) Expedites environmental reviews for Tribal transportation safety projects (§14002) Establishes efficient administrative procedures for carrying out environmental reviews of TTP-eligible projects (which may include allowing Tribes to make decisions on CEs under NEPA) (§14003)

SIGNIFICANT INFRASTRUCTURE PROGRAMS AND FREIGHT

- National Infrastructure Project Assistance Program (Mega-projects)
- Local and Regional Project Assistance Program
- Changes to INFRA Program
- Reductions of Truck Emissions at Port Facilities Program
- Other Freight Provisions

[NEW] National Infrastructure Project Assistance Program (“Mega-projects”) (discretionary)

Purpose	Provide funding through single-year or multiyear grant agreements for eligible surface transportation projects
Funding	\$5 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State • MPO • Local government • Special purpose district or public authority with transportation function • Tribal governments • Partnership between Amtrak and one or more other eligible entities
Eligible projects	<ul style="list-style-type: none"> • Highway/bridge projects on National Multimodal Freight Network, NHFN, or NHS • Freight intermodal or freight rail projects that provide a public benefit • Railway-highway grade separation or elimination projects • Intercity passenger rail projects • Certain public transportation projects
Other key provisions	<ul style="list-style-type: none"> • Sets aside 50% of grant funding for projects costing more than \$100 M but less than \$500 M, and 50% for projects costing \$500 M or more

[NEW] Local and Regional Project Assistance Program

Item 5-5-A.

(discretionary)

Purpose	Projects with a significant local or regional impact that improve transportation infrastructure
Funding	\$7.5 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State (and DC) • Territory • Local government • Public agency or publicly chartered authorities established by one or more States • Special purpose district or public authority with transportation function • Federally-recognized Indian Tribe • Transit agency
Eligible projects	<ul style="list-style-type: none"> • Highway/bridge projects eligible under title 23 • Public transportation projects • Passenger or freight rail projects • Port infrastructure investments • Surface transportation components of an airport • Projects for investment in surface transportation facilities on Tribal land • Projects to replace or rehabilitate a culvert or certain projects to prevent stormwater runoff • Any other surface transportation projects considered necessary to advance program goals

* Codifies the existing Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program previously established through appropriations acts (and formerly known as TIGER and BUILD).

Changes to INFRA Program (discretionary)

Purpose	Multimodal freight and highway projects of national or regional significance
Funding	<p>\$8 B (FY 22-26), including:</p> <ul style="list-style-type: none"> • \$4.8 B (FY 22-26) in Contract Authority from the HTF; and • \$3.2 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<p>Adds eligibility for:</p> <ul style="list-style-type: none"> • Multistate corridor organizations
Eligible projects	<p>Adds eligibility for:</p> <ul style="list-style-type: none"> • A highway, bridge, or freight project on the National Multimodal Freight Network • Marine highway corridor projects functionally connected to NHFN and likely to reduce on-road emissions; • Wildlife crossing projects; and • Surface transportation projects within the boundaries of or functionally connected to an international border crossing area;
Other key provisions	<ul style="list-style-type: none"> • Increases flexibility to use INFRA funds (up to 30% per FY) on non-highway freight projects • Sets aside $\geq 15\%$ (instead of 10%) of grant funding for small projects and at least 30% of the set-aside amount for projects in rural areas

[NEW] Reduction of Truck Emissions at Port Facilities Program (discretionary)

Purpose	Study and competitive grants to reduce truck idling and emissions at ports, including through the advancement of port electrification
Funding	<p>\$400 M (FY 22-26), including—</p> <ul style="list-style-type: none"> • \$250 M (FY 22-26) in Contract Authority from the HTF; and • \$150 M (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • None specified
Eligible projects	<ul style="list-style-type: none"> • Competitive grants are intended to test, evaluate, and deploy projects that reduce port-related emissions
Other key provisions	<ul style="list-style-type: none"> • Study to address how ports and intermodal port transfer facilities would benefit from increased opportunities to reduce emissions at ports, and how emerging technologies and strategies can contribute

Other Freight Provisions

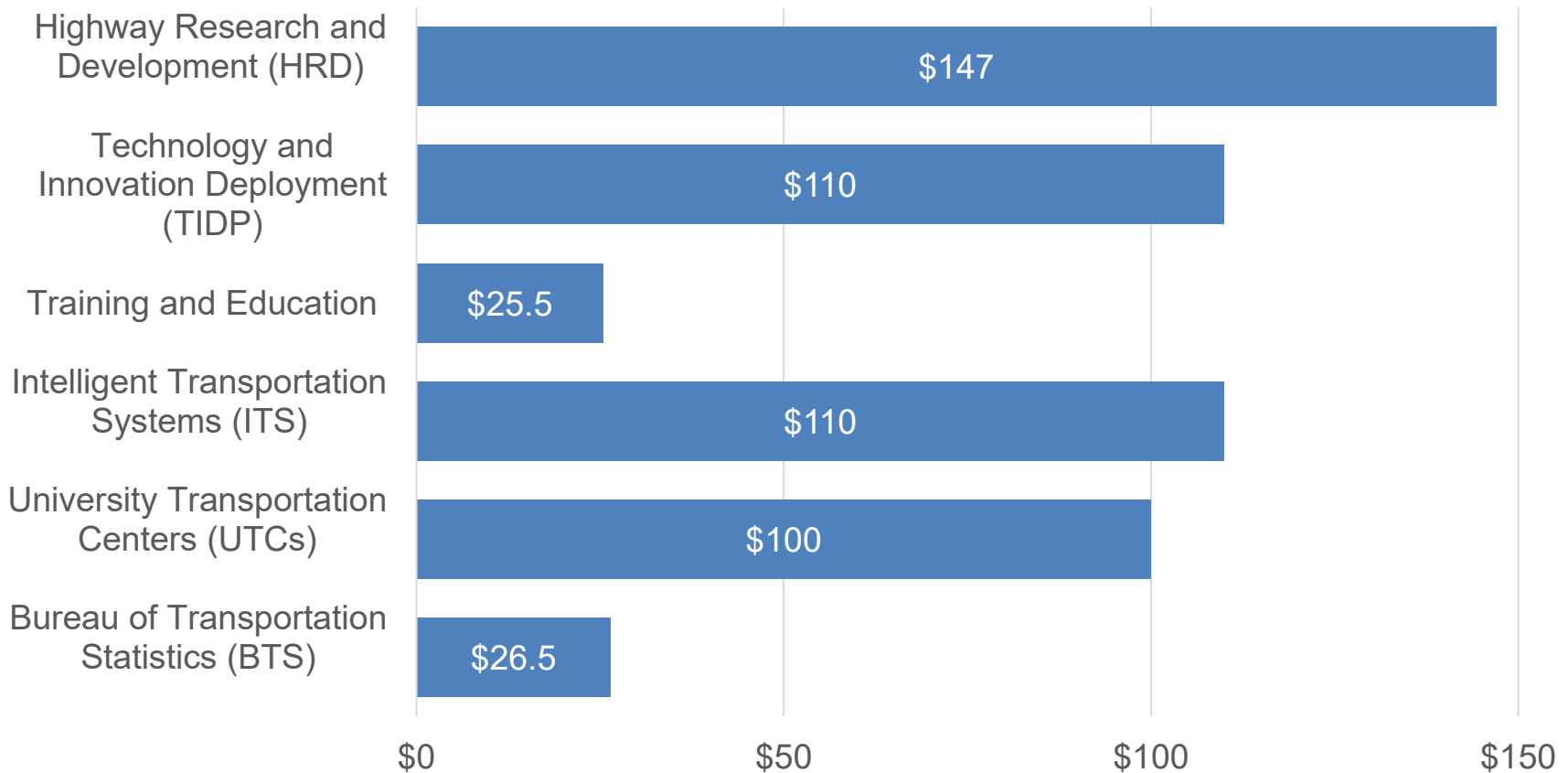
Topic	Provisions in the new law
Office of Multimodal Freight Infrastructure and Policy (§21101)	<ul style="list-style-type: none"> Establishes an office in OST to carry out a national multimodal freight policy and related activities Led by new Assistant Secretary for Multimodal Freight Secretary may consolidate any DOT office/function within new OST office Will administer INFRA, Local and Regional Project Assistance Program (RAISE), and new discretionary grant programs
National Freight Strategic Plan (§21102)	<ul style="list-style-type: none"> Adds new elements related to impacts of freight movement on environment and rural, underserved and historically disadvantaged communities, resilience, decarbonization, and economic growth
State freight plans (§21104)	<ul style="list-style-type: none"> Requires State freight plans to include several new requirements in categories such as adequacy of commercial motor vehicle parking and rest facilities, supply chain cargo flows, inventory or commercial ports, impacts of e-commerce, and strategies and goals to address impacts of freight movement on the environment
State freight advisory committees (§21107)	<ul style="list-style-type: none"> Expands the list of organizational perspectives to be represented on a state freight advisory committee establishes qualifications for advisory committee members

RESEARCH, DEVELOPMENT, TECHNOLOGY AND EDUCATION (RDT&E)

- RDT&E Funding
- Highway Research Set-asides
- Strategic Innovation for Revenue Collection
- Advanced Transportation Technologies and Innovative Mobility Deployment Program

RDT&E Funding

Avg. annual BIL funding (\$M) for major highway-related research, development, technology, and education programs



Highway Research Set-asides

Program	Funding set-asides
Strategic Innovation for Revenue Collection set-aside (§13001)	<ul style="list-style-type: none"> • Sets aside \$15 M for each of FY 22-26 (for a total of \$75 M) from HRD funding
National VMT fee pilot set-aside (§13002)	<ul style="list-style-type: none"> • Sets aside \$10 M for each of FY 22-26 (for a total of \$50 M) from HRD funding
Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems set-aside (§13006)	<ul style="list-style-type: none"> • Sets aside \$20 M for each of FY 22-26 (for a total of \$100 M) from TIDP funding
	<ul style="list-style-type: none"> • Sets aside a combined \$60 M for each of FY 22-26 (for a total of \$300 M) from HRD, TIDP, and ITS funding

Strategic Innovation for Revenue Collection (SIRC)

Topic	Changes
Program name	<ul style="list-style-type: none">• Modifies and renames the Surface Transportation System Funding Alternatives (STSFA) program
Purpose	<ul style="list-style-type: none">• Requires DOT to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the HTF, through pilot projects at the State, local, and regional level.
Program objectives	<ul style="list-style-type: none">• Modifies program objectives to focus on data privacy, administrative costs, implementation issues, and equity considerations
Eligible entities	<ul style="list-style-type: none">• Expands eligibility to include MPOs and local governments (in addition to States)

Advanced Transportation Technologies and Innovative Mobility Deployment Program (ATTIMD)

Topic	Changes
Program name	<ul style="list-style-type: none">Changes name of existing Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)
Program focus	<ul style="list-style-type: none">Focuses on deployment and operation of technologies
Eligible entities	<ul style="list-style-type: none">Broadens eligibility to include all MPOs
Rural set-aside	<ul style="list-style-type: none">Reserves 20% of program funds for projects serving rural areas

PLANNING AND PROJECT DELIVERY

- Changes to the Metropolitan Planning Program
- Prioritization Process Pilot Program
- Transportation Access Pilot Program
- Accelerating Project Delivery

Changes to Metropolitan Planning Program

Topic	Changes
MPO representation	<ul style="list-style-type: none"> Requirement to consider equitable and proportional representation of population of metropolitan planning area when MPO designates officials or representatives for the first time
Consistency of planning data	<ul style="list-style-type: none"> When more than one MPO is designated within an urbanized area, requires the MPOs to ensure consistency of planning data to the maximum extent practicable
Public participation	<ul style="list-style-type: none"> Encouragement for MPOs to use social media and web-based tools to foster public participation and to solicit public feedback during the transportation planning process
Travel demand data and modeling	<ul style="list-style-type: none"> Requirements for DOT to support State/MPO travel demand data and modeling, including a study, data, and an evaluation tool (§11205)
Safe and accessible transportation options	<ul style="list-style-type: none"> Requirement that each MPO use $\geq 2.5\%$ of funds apportioned for Metropolitan Planning (PL) on one or more activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities (§11206)

[NEW] Prioritization Process Pilot Program (discretionary)

Item 5-5-A.

Purpose	Pilot program to support data-driven approaches to planning that can be evaluated for public benefit.
Funding	\$50 M (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none">• State• MPO serving an urbanized area with a population of >200,000
Other key provisions	<ul style="list-style-type: none">• Grants of up to \$2M to develop and implement a publicly accessible, transparent prioritization process for the selection of projects for inclusion in the Statewide or metropolitan transportation plan• Recipients that have met funding requirements may use remaining funds for any transportation planning purpose

[NEW] Transportation Access Pilot Program

Purpose	<p>Pilot program to:</p> <ul style="list-style-type: none"> • develop or acquire an open-source accessibility data set with measures of the level of access by multiple transportation modes to jobs, education, various services, and other important destinations; • provide the data to participating States, MPOs, and rural transportation planning organizations; and • use the data to help those entities improve their transportation planning by measuring the level of access to important destinations for different demographic groups or freight commodities, then assessing the change in accessibility that would result from new transportation investments.
Funding	<ul style="list-style-type: none"> • Requires DOT to fund the pilot program from amounts made available for DOT administrative expenses
Eligible entities	<ul style="list-style-type: none"> • State (including DC and Puerto Rico) • MPO • Regional transportation planning organization (RTPO)
Other key provisions	<ul style="list-style-type: none"> • Requires FHWA to report to Congress on the results of the program, including the feasibility of periodically providing accessibility data sets for all States, regions, and localities

Accelerating Project Delivery (1 of 2)

Program/topic	Provisions in the new law
Environmental process requirements (§11301)	<ul style="list-style-type: none"> • Limits environmental impact statement (EIS) documents to ≤200 pages, to maximum extent practicable • Establishes new environmental process requirements for major projects (as defined in this section*), including: <ul style="list-style-type: none"> ○ Develop schedule for average completion of process in ≤2 years, to the maximum extent practicable ○ Make authorization decisions ≤90 days of record of decision (ROD) issuance ○ Cooperating agency must submit a report for failing to meet a deadline that has been extended
Categorical exclusions	<ul style="list-style-type: none"> • Promotes use of FHWA categorical exclusions (CEs) by other Federal agencies (§11301) • Increases threshold for CEs for projects receiving limited Federal assistance (§11317)

* “Major project” is defined differently in § 11301 than the term is used in 23 U.S.C. 106(h).

Accelerating Project Delivery (2 of 2)

Program/topic	Provisions in the new law
Reporting	<ul style="list-style-type: none"> • Requires DOT to establish a program to report annually on CEs, environmental assessments (EAs), and EISs (§11312) • Requires the Secretary to submit an annual report on projects that are >5 years behind schedule or with projects costs ≥\$1 billion over the original cost estimate (§11319)
State assumption of NEPA/CE responsibility (§§ 11313, 11314)	<ul style="list-style-type: none"> • Updates requirements for State assumption of NEPA/CE responsibility, extending term of memoranda of understanding for States that have participated for ≥10 years
Early utility relocation (§11315)	<ul style="list-style-type: none"> • Allows for reimbursement with Federal funds for early utility relocation projects that occur before completion of the environmental review process for the transportation project for which the early utility relocation occurred
Section 4(f) reviews (§11316)	<ul style="list-style-type: none"> • Accelerates project delivery by including a deadline for interagency consultation for section 4(f) evaluations

OTHER HIGHWAY PROVISIONS

- Changes to Emergency Relief Program
- Other Highway Provisions

Changes to Emergency Relief Program (ER)

Item 5-5-A.

Topic	Changes
Eligibilities	<ul style="list-style-type: none"> • Adds wildfire to list of natural disasters for which ER funding is authorized • Permits ER projects to incorporate economically justifiable improvements that will mitigate the risk of recurring damage from extreme weather, flooding, and other natural disasters, and includes a list of protective features that are eligible
Federal share	<ul style="list-style-type: none"> • Extends from 180 days to 270 days the time period within which an ER project for eligible emergency repairs may qualify for 100% Federal share (§11107) • Modifies the types of projects the qualify for 90% Federal share (§11107)
ER manual	<ul style="list-style-type: none"> • Requires FHWA to revise its ER manual to include a definition of “resilience,” encourage use of Complete Streets design principles, develop best practices relating to use of resilience in ER program, and develop a process to track consideration of resilience as part of ER program (§11519)

Other Highway Provisions (1 of 2)

Topic	Provisions in the new law
Roadway design guides (§11129)	<ul style="list-style-type: none"> Permits local jurisdiction to use roadway design guide (RDG) that is different from State's RDG for non-NHS projects if the RDG is recognized by FHWA and adopted by local jurisdiction
Work zone process reviews (§11302)	<ul style="list-style-type: none"> Requires amending the Code of Federal Regulations so that work zone process reviews are required no more than once every 5 years
Transportation management plans (§11303)	<ul style="list-style-type: none"> State is not required to develop or implement a transportation management plan for a highway project off the Interstate System if the project requires not more than 3 consecutive days of lane closures

Other Highway Provisions (2 of 2)

Topic	Provisions in the new law
Preliminary engineering (PE) (§11310)	<ul style="list-style-type: none"> • Repeals requirement for States to repay Federal-aid reimbursements for PE costs if a project hasn't advanced to right-of-way acquisition or on-site construction within 10 years
Highway cost allocation study (§11530)	<ul style="list-style-type: none"> • Requires DOT, in coordination with State DOTs, to conduct a highway cost allocation study to determine direct costs of highway use by certain users
Conditions and performance (C&P) report (§13006)	<ul style="list-style-type: none"> • Requires the C&P report to address current conditions and future needs of tunnels, including the backlog of current tunnel needs

FOR MORE INFORMATION

- Please visit:
[fhwa.dot.gov/bipartisan-infrastructure-law](https://www.fhwa.dot.gov/bipartisan-infrastructure-law)



STAFF REPORT
Board Meeting of December 22, 2021

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

SUBJECT:

Draft – MCTC 2022 State Legislative Platform

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Gus Khouri, Khouri Consulting, prepared the attached Draft MCTC 2022 State Legislative Platform in coordination with MCTC staff. The draft provides 5 issues, goals, and strategies. The issues and goals are as follows:

1. MCTC's Priority Projects – aggressively pursue funds through the State Budget, CTC allocation process or any other state resources.
2. Regional Partnerships – Coordinate with the SJV Policy Council to raise awareness for the Highway 99 Corridor and highlight its importance as a transportation facility of state and national significance.
3. Transit Funding Reform – Support potential changes to the TDA that will assist local public transportation systems with funding eligibility.
4. Greenhouse Gas Emissions Reduction Mandates – Monitor activities on conversations regarding jobs-housing imbalance and the impact on VMT. Protect transportation funding from being withheld or diverted and find other alternatives to address meeting affordable housing goals. Support state funding to expand infrastructure and incentives for conversion to electric vehicles to reduce GHG emissions. Monitor the implementation of SB 743 and protect the ability to continue addressing congestion management and safety on the state highway system. Ensure predictability and stability of transportation revenue should conversion occur due to lack of reliance on petroleum consumption to address GHG emission reduction.
5. Passenger Rail – Provide enhanced passenger rail commuter service connecting the Valley to the Bay Area and Southern California. Maintain and increase funding for commuter and intercity passenger rail for Ace/San Joaquin's. Pursue funding opportunities made available through CalSTA.

FISCAL IMPACT:

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

MCTC 2022 State Legislative Platform - DRAFT

Issue	Goal	Strategy
<p>1. MCTC's Priority Projects</p>	<p>Aggressively pursue funds through the State Budget, California Transportation Commission (CTC) allocation process or any other state sources.</p>	<p>In 2017, the legislature enacted SB 1 (Beall), Chapter 5, statutes of 2017, which provides \$5.2 billion in annual revenues to fund traffic congestion relief, highway rehabilitation and safety, local streets and roads repair, and multi-modal options through investments into public transportation, commuter and intercity rail, and bicycle and pedestrian programs. Caltrans is proposing to make crucial investments on State Route (SR) 99 between Madera and Fresno County. The proposed \$33.5 million 2022 ITIP contribution, coupled with Madera County's Mid-Cycle Regional Improvement Program (\$832,000) and SHOPP funds (\$44 million), will eliminate a 5.8 mile four-lane bottleneck, alleviating severe congestion, enhancing safety, and enhancing goods movement throughput on State Route (SR) 99 between Avenues 7 and 12 in Madera County by constructing additional lanes in the median. The California Transportation Commission will also be adopting guidelines for the SB 1 Cycle 3 competitive programs during the summer of 2022.</p> <p>MCTC will remain diligent in competing for additional state funds to improve safety, congestion management, and goods movement throughput on State Routes 41 and 99.</p> <p>MCTC will support efforts to increase the appropriation authority/programming capacity for the SB 1 competitive programs to enhance the prospects of an award to complete priority projects.</p> <p>MCTC will also assist local jurisdictions to pursue revenue made available through the Cap and Trade and Active Transportation Programs, for operations and capital needs for bus, rail and bicycle and pedestrian programs.</p> <p>In 2014, the Legislature called for a pilot program (SB 1077) to study a road charge model as a possible replacement source to 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</p>

Issue	Goal	Strategy
		<p>compliance. While the enactment of SB 1 has delayed possible implementation, Governor Newsom’s Executive Order, N-79-20, which prohibits petroleum-powered vehicles sales by 2035, has accelerated conversation on converting to alternative fuels and electric vehicles, which do not pay at the pump. Reducing vehicle miles traveled in Madera County is a challenge given the lack of density and jobs/housing imbalance, and the impracticality of certain populations to use transit (labor, agricultural workers) so travel by passenger vehicle is vital.</p> <p>MCTC will monitor Road User Charge Technical Advisory Committee’s activities. Balancing the needs of weaning our dependence on petroleum to fund transportation, while ensuring that a regressive replacement funding mechanism to the gas tax is not imposed, is critical to protecting disadvantaged communities and Madera County residents in conducting daily activities. Utilizing the vehicle registration fee may prove to be a more equitable option.</p>
<p>2. Regional Partnerships</p>	<p>Coordinate with the San Joaquin Valley Policy Council to raise awareness for the Highway 99 Corridor and highlight its’ importance as a transportation facility of state and national significance.</p>	<p>Educate our delegation and funding partners, such as the California State Transportation Agency (CalSTA), CTC, Caltrans, and the Newsom Administration, about Highway 99, including the funding plan, and attributes that make it a highway of state and national significance, as previously recognized by the Brown Administration in letters submitted to the Trump Administration. Work with San Joaquin Valley COGs (Fresno, Kern, Kings, Merced, San Joaquin, Stanislaus, Tulare) and Caltrans to raise awareness of the importance of Highway 99 and its need for improvements as one of the two major interregional corridors in the state and the vital role it plays in goods movement in addition to regional connectivity to major metropolitan areas.</p> <p>MCTC will collaborate with San Joaquin Valley partners to pursue funding to improve safety and goods movement conditions on Highway 99.</p> <p>MCTC will coordinate with the metropolitan planning organizations in the San Joaquin Valley to ensure that efforts to reduce greenhouse gas emission account for opportunities and limitations within the region.</p>

Issue	Goal	Strategy
<p>3. Transit Funding Reform</p>	<p>Support potential changes to the Transportation Development Act that will assist local public transportation systems with funding eligibility.</p>	<p>The Transportation Development Act dedicates a statewide ¼-cent sales tax for each county for local transportation purposes. That 1/4 cent sales tax, known as the Local Transportation Fund (LTF), generates over \$1.5 billion annually, primarily for public transit. Madera County operators have had difficulty in meeting the farebox recovery ratio (FRR) requirements (20% for urban operators) that are necessary to qualify to use funds for operational purposes. AB 149 (Committee on Budget), Chapter 81, Statutes of 2021, provides statutory relief in meeting farebox recovery requirements for receiving State Transit Assistance (STA), Low Carbon Transit Operations Program (LCTOP), and State of Good Repair funds, through fiscal year 22-23. It suspends Transportation Development Act (TDA) and STA penalties for this duration. The bill also adds a list of new exemptions from the farebox recovery calculation, including on-demand service and micro transit service beyond fixed-route service, costs for security, ticketing services, pensions, planning for improvements in transit operations, integration with other operators and agencies, transitioning to zero-emission operations, and for compliance with state and federal mandates.</p> <p>The California Transit Association is hosting a working group to look at additional potential long-term changes in 2022.</p> <p>MCTC will monitor the CTA TDA working group and support modifications to the TDA process as appropriate to ensure that the county’s transit operators are provided with flexibility to continue accessing funding to maintain and expand service.</p>
<p>4. Greenhouse Gas Emissions Reduction Mandates</p>	<p>Monitor activities on conversations regarding the jobs-housing imbalance and the impact on vehicle miles traveled.</p> <p>Protect transportation funding from being withheld or diverted and find other alternatives to address meeting affordable housing goals.</p>	<p>Per AB 179 of 2017, the CTC and California Air Resources Board are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions. The California Department of Housing and Community Development has been added as a participant. Concurrently, the legislature continues to work on providing resources to develop additional affordable housing and assess job creation opportunities to help mitigate vehicle miles traveled. In 2019, the legislature enacted AB 101, Chapter 159, Statutes of 2019, which provided resources for local jurisdictions to zone for additional affordable housing.</p>

Issue	Goal	Strategy
	<p>Support state funding to expand infrastructure and incentives for conversion to electric vehicles to reduce greenhouse gas emissions.</p> <p>Monitor the implementation of SB 743 and protect the ability to continue addressing congestion management and safety on the state highway system.</p> <p>Ensure predictability and stability of transportation revenue should conversion occur due to lack of reliance on petroleum consumption to address greenhouse gas emission reduction.</p>	<p>On September 20, 2019, Governor Newsom issued Executive Order, N-19-19, directing the California State Transportation Agency to leverage \$5 billion in state funding to encourage mode shift with an emphasis on reducing greenhouse gases and vehicles miles traveled. Regional transportation planning agencies face greater challenges in addressing mobility and congestion management while accounting for local land use planning and complying with state mandates to reduce greenhouse gas emissions and vehicle miles traveled. Given the unique geography of Madera County and the travel patterns associated with the jobs-housing nexus and goods movement, has exacerbated gridlock traffic, making reducing vehicle miles traveled a challenge. The prospects for reducing greenhouse gas emissions however could be realized through state investments made to improve the availability of charging station infrastructure and providing incentives for converting from gas-powered to electric passenger vehicles, where feasible, along the state highway system. On September 23, 2020, Governor Newsom issued Executive Order N-79-20, which prohibits the sale of gasoline-powered passenger vehicles by 2035, promotes zero-emission vehicles for future mobility needs. Given that transportation is predominantly funded through the gas tax, a successor funding mechanism will be needed.</p> <p>Per the bill's legislative intent, SB 743, Chapter 386, Statutes of 2013, was explicitly enacted to provide CEQA relief for the construction of the Golden 1 Center in Sacramento but is being used as a template for prospective transportation planning on the state highway system, with an emphasis on eliminating capacity projects and further influencing local sales tax measure investments. This could have an impact on the administration of delivering projects within the voter-approved Measure T expenditure plan.</p> <p>MCTC will also work with organizations such as the California League of Cities, California State Association of Counties, and Self-Help Counties Coalition, among others, to pursue funding from Cap-and-Trade revenues or other means to comply with the statewide mandate to reduce greenhouse gas emissions and endorse policies that promote regional job creation to reduce vehicle miles traveled. This includes supporting efforts to expand the infrastructure and incentives, particularly for disadvantaged communities, for electric vehicle conversion by minimizing concerns over range, cost, and infrastructure.</p>

Issue	Goal	Strategy
		<p>MCTC will also support operational improvements such as telecommuting (by accessing proceeds from the \$6 billion for broadband infrastructure the legislature approved in the FY 21-22 budget of federal money), vanpools, shipping more freight via rail, and promoting opportunities for regions to sell mitigation credits to generate revenue for providing multi-modal options.</p> <p>MCTC will work with organizations such as the California League of Cities, California State Association of Counties, San Joaquin Valley Policy Council, among others, to protect transportation funding from being withheld or diverted, while working with stakeholders to find alternatives to address jobs-housing imbalance. This includes monitoring the implementation of SB 743 and its impact on addressing safety, congestion management, goods movement on the state highway system to ensure that capacity projects are not precluded from being funded.</p> <p>MCTC supports a revenue-neutral conversion to a source that ensures equity in revenue collection that does not disadvantage those that must drive further to job centers. Distribution should respect the vital role the San Joaquin Valley plays in maintaining system integrity and providing mobility options.</p> <p>MCTC will also pursue funding from the \$2.7 billion made available through the Governor’s FY 2021-22 State Budget, to make investments into zero-emission vehicle infrastructure and incentives for zero-emission vehicle purchases that may assist those in disadvantaged communities.</p>

Issue	Goal	Strategy
<p>5. Passenger Rail</p>	<p>Provide enhanced passenger rail commuter service connecting the Valley to the Bay Area and Southern California</p> <p>Maintain and increase funding for commuter and intercity passenger rail for Ace/ San Joaquins. Pursue funding opportunities made available through CalSTA.</p>	<p>Work cooperatively with CalSTA, Caltrans Division of Rail, Amtrak, CTC, LOSSAN, ACE, San Joaquins, and Union Pacific Railroad to expand passenger rail service to accommodate for Madera County residents.</p> <p>Madera will also continue to diligently work on establishing extended commuter/intercity rail service to not only offset the impacts of congestion on SR 99, but to also reduce greenhouse gas emissions, and expand mobility options.</p> <p>MCTC will advocate to increase and acquire funding from CalSTA through the State Rail Assistance and Transit Capital and Intercity Rail Program.</p>

DRAFT



STAFF REPORT
Board Meeting of December 22, 2021

AGENDA ITEM: 5-C

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

SR 99 Summit – Save the Date

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The “SR 99 Summit – 99 to the Finish Line” will be held on March 3 and 4, 2022 at the International Agri-Center in Tulare County. Included in your package is a Save the Date announcement. It is important to note, the venue is limited to 100 guests; therefore, each agency may be limited to one representative.

Caltrans District 6 and 10, and the San Joaquin Valley COG Directors have been meeting regularly to develop an agenda for the two-day event.

FISCAL IMPACT:

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

Save the Date!

Item 5-5-C.



State Route 99 Summit

Discussing the Vision for State Route 99

When: March 3rd & 4th, 2022

Where: International Agri-Center
4500 S. Laspina, Tulare, CA

Hosted in Collaboration with:





STAFF REPORT
Board Meeting of December 22, 2021

AGENDA ITEM: 5-D

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

2022 Regional Transportation Plan and Sustainable Communities Strategy – Public Outreach Update

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

Staff conducted outreach engagements for the 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) in La Vina and Fairmead in December. The activities included presentations on the development of the RTP/SCS and how members of the community can participate and give their feedback. The meetings concluded with a question-and-answer section. Staff will consider the comments received as projects and policies are developed for the RTP/SCS.

Key comments received from La Vina included a need for reliable, affordable broadband internet access, increased public transit and ridesharing access, roadway rehabilitation and maintenance, installation of sidewalk and street lighting infrastructure, and speeding vehicle abatement on Avenue 9 in the residential area.

Key comments received in Fairmead include pedestrian safety around the Fairmead Elementary School area, roadway rehabilitation and maintenance, installation of sidewalk and streetlighting infrastructure, expanding public transit service and coordinating future investment plans and policies with the Fairmead Community Plan.

MCTC's next planned outreach functions will take place in January. These include an online webinar, focused local agency consultation and additional community engagements. Additional details about future engagements or other related RTP/SCS news will be posted to the project website at www.yourmadera2046.com.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of December 22, 2021

AGENDA ITEM: 7-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – November 17, 2021

Enclosure: Yes

Action: Approve November 17, 2021, meeting minutes

SUMMARY:

Attached are the Executive Minutes for the November 17, 2021, Policy Board Meeting.

FISCAL IMPACT:

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

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: November 17, 2021
Time: 3:05 pm
Place: Madera County Board Chambers

In Person and GoToWebinar

Members Present: Chairman, Jose Rodriguez, Council Member, City of Madera
Vice-Chairman, Tom Wheeler, Supervisor, County of Madera
Brett Frazier, Supervisor County of Madera
Waseem Ahmed, Council Member City of Chowchilla
Cecelia Gallegos, Council Member, City of Madera
Robert Poythress, Supervisor, County of Madera

Members Absent: None

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

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

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE

3. PUBLIC COMMENT

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

No other public comment.

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. TRANSPORTATION CONSENT ITEMS

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

A. 2022 Meeting Schedule

Action: Information and Discussion Only

B. WTS CenCal November Program: The Federal Infrastructure Investments and Jobs Act

Action: Information and Discussion Only

C. FTA Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program 2022 Call for Projects

Action: Information and Discussion Only

D. On-Call Planning and Technical Consulting Services

Action: Approve On-Call Planning and Technical Services List of Consultants and authorize staff to enter into on-call agreements

- E. Letter of Support – City of Madera Application for Federal Transit Authority Fiscal Year 2021 Bus and Bus Facilities Grant

Action: Authorize the MCTC Executive Director to sign a letter of support for the City of Madera’s application for Federal Transit Administration Fiscal Year 2021 Bus and Bus Facilities Grant

- F. Continuation of Teleconference Meetings – Resolution 21-15 Amendment No. 2

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-15 No.2

Transportation Consent Calendar Action on Items A-F.

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

Roll call for votes: Commissioner Poythress – Yes
 Commissioner Rodriguez – Yes
 Commissioner Wheeler -Yes
 Commissioner Ahmed – Yes
 Commissioner Frazier- Yes
 Commissioner Gallegos – Yes
 Commissioner Wheeler - Yes
 Vote passed 6-0

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

- A. Clean California Local Grant Program

Action: Information and Discussion Only

- B. Update: (1) SR 99 Madera South Widening Project – Draft 2022 ITIP, and (2) Launch of the SR 99 Finish What We Started

Action: Information and Discussion Only

- C. 2022 Madera County Regional Transportation Improvement Program (RTIP)

Action: Upon motion by Commissioner Frazier, seconded by Commission Poythress to approve the 2022 Madera County Regional Transportation Improvement Program (RTIP) by Resolution 21-16 and direct staff to submit to the appropriate agencies. A vote was called, and the motion carried.

Roll call for votes: Commissioner Poythress – Yes
Commissioner Rodriguez – Yes
Commissioner Wheeler -Yes
Commissioner Ahmed – Yes
Commissioner Frazier – Yes
Commissioner Gallegos – Yes
Vote passed 6-0

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

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

Roll call for votes: Commissioner Poythress – Yes
Commissioner Rodriguez – Yes
Commissioner Wheeler -Yes
Commissioner Ahmed – Yes
Commissioner Frazier – Yes
Commissioner Gallegos – Yes
Vote passed 6-0

7. ADMINISTRATIVE CONSENT ITEMS

A. Approval of Executive Minutes of the October 20, 2021 Regular Meeting.

Action: Approve Minutes of the October 20, 2021 Regular Meeting

Approval Administrative Consent Calendar Action A

Upon motion by Commissioner Fraizer, seconded by Commissioner Poythress to approve the Administrative Consent Calendar Item A. A vote was called, and the motion carried.

Roll call for votes: Commissioner Poythress – Yes
Commissioner Rodriguez – Yes
Commissioner Wheeler -Yes
Commissioner Ahmed – Yes
Commissioner Brett Frazier – Yes
Commissioner Gallegos – Yes
Vote passed 6-0

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

None

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

A. Measure T Renewal Community Survey

Action: Information and Discussion Only

B. Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 2

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No 2

Approval Consent Calendar Action A-B

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

Roll call for votes: Commissioner Robert Poythress – Yes
Commissioner Jose Rodriguez – Yes
Commissioner Tom Wheeler -Yes
Commissioner Waseem Ahmed – Yes
Commissioner Brett Frazier – Yes
Commissioner Cecelia Gallegos – Yes
Vote passed 6-0

10. AUTHORITY – ACTION/DISCUSSION ITEMS

- A. Public Hearing: Measure T 2021 Draft Strategic Plan Update

Action: Conduct Public Hearing and Receive Testimony

Chairman Rodriguez opened the floor at 4:08 p.m. for Public Comments.

Hearing no Public Comments, Chairman Rodriguez closed the floor to comments at 4:09 p.m.

OTHER ITEMS

11. MISCELLANEOUS

- A. Items from Caltrans

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

- B. Items from Staff

Patricia Taylor, Executive Director provided the following comments:

- A December meeting may be necessary. Staff will circulate an email concerning availability for Wednesday, December 22, 2021
- Staff is working with Gus Khouri on a draft legislative platform that will be presented to the policy board at its next meeting.
- On November 15th, President Biden signed the \$1.2 trillion infrastructure bill. Director Taylor provided the key takeaways of the bill.
- The award list for the RAISE grant is expected to be announced by the end of November.

- C. Items from Commissioners

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

12. CLOSED SESSION



13. ADJOURNMENT

Meeting adjourned at 4:35 p.m.

Next meeting scheduled for Wednesday, December 22, 2021

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "PST", is written over a light blue horizontal line.

Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of December 22, 2021

AGENDA ITEM: 7-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Transportation Development Act (LTF, STA) – Allocation, Resolution 21-13 Amendment No. 1, Resolution 21-14 Amendment No. 1

Enclosure: Yes

Action: Approve Resolution 21-13 Amendment No. 1, Resolution 21-14 Amendment No. 1

SUMMARY:

The City of Chowchilla has submitted its FY 2021-22 TDA Applications for approval and has requested to allocate its apportionments.

FISCAL IMPACT:

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

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

In the matter of ALLOCATION OF FY 2021-22 LOCAL TRANSPORTATON FUND	Resolution No.: 21-13 Amendment No. 1
--	--

WHEREAS, the California Transportation Development Act established the Local Transportation Fund (LTF) and a continuous appropriation of said Fund, and

WHEREAS, the Madera County Transportation Commission (MCTC) is empowered to authorize apportionment and allocation of said Fund, and

WHEREAS, \$110,000 has been apportioned for Administration, \$91,142 has been reserved for Pedestrian and Bicycle facilities, and

WHEREAS, the Local Agencies have agreed to a MCTC expenditure of \$136,713 for shared system planning costs, per Section 99233.2 of the Transportation Development Act; and

WHEREAS, there is the sum of \$4,557,095 to be allocated from LTF, 2021-22;

WHEREAS, the Madera County Transportation Commission has made the finding in Resolution No. 21-12 that there are no substantial unmet transit needs that are reasonable to meet in FY 2021-22 within the jurisdictions of the County of Madera, the City of Madera, and the City of Chowchilla, and

WHEREAS, the City of Chowchilla has submitted its application and requests to allocate its apportionment, and

NOW, THEREFORE, LET IT BE RESOLVED, that the following sums have been allocated under the California Administrative Code by the Madera County Transportation Commission to be expended by the City of Chowchilla, the City of Madera, and the County of Madera for the purposes set forth below:

(A) City of Chowchilla

Unallocated		\$	0
CATX		\$	56,491
Pedestrian & Bicycle Projects		\$	7,289
MCTC Planning Services	\$	10,933	
Street & Road Projects	\$	289,713	

(B) <u>City of Madera</u>		
Madera Metro, Intermodal		\$ 783,856
Pedestrian & Bicycle Projects		\$ 38,057
MCTC Planning Services	\$ 57,085	
Street & Road Projects	\$ 1,023,851	
C) <u>County of Madera</u>		
Amtrak		\$ 25,000
MCC, Demand Response		\$ 112,060
Pedestrian & Bicycle Projects		\$ 45,796
MCTC Planning Services	\$ 68,695	
Street & Road Projects	\$ 2,038,269	

The foregoing resolution was adopted this 22nd day of December 2021 by the following vote:

Commissioner Jose Rodriguez	_____
Commissioner Tom Wheeler	_____
Commissioner Waseem Ahmed	_____
Commissioner Brett Frazier	_____
Commissioner Robert Poythress	_____
Commissioner Cecelia Gallegos	_____

 Chair, Madera County Transportation Commission

 Executive Director, Madera County Transportation Commission

MADERA COUNTY TRANSPORTATION COMMISSION
 Application for Transportation Development Act Funds - **Form A.1**
Local Transportation Fund (LTF)
 Fiscal Year 2021/2022

Item 7-7-B.

Applicant Agency and Project Manager: Joann McClendon

This form is to be used when making an application to use TDA funds for Public Transportation Services, Transportation Planning Services, Pedestrian and Bicycle Facility Construction, and Street and Road Projects. All projects submitted must be included in the Regional Transportation Plan. MCTC is required to make a finding that "No unmet public transportation needs exist" in the county before this application can be approved.

FUNDING REQUEST:

Transportation Services, Section 99260 (Article 4):

1. Name of Service:	CATX		56,491.00
2. Name of Service:		\$	
	TOTAL:	\$	56,491.00

Transportation Services, Section 99400 (b,c,d) (Article 8):

1. Name of Service, Contractor:			\$
2. Name of Service, Contractor:		\$	
3. Name of Service, Contractor:		\$	
4. Name of Service, Contractor:		\$	
	TOTAL:	\$	-

Pedestrian and Bicycle Facilities, Section 99234 (Article 3):

Project Name, if applicable

1.	Pedestrian/Bicycle Facilities		\$ 7,289.00
2.		\$	
3.		\$	
	TOTAL:	\$	7,289.00

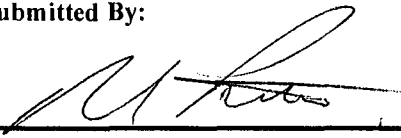
Transportation Planning Services, Section 99402 (Article 8):

<i>MCTC regional transportation planning</i> activities on behalf of member agencies	\$ <u>10,933.00</u>
<i>Local Agency transportation planning</i> activities (or Contracted Services)	\$ _____
<i>Additional planning</i> project or contracted transportation planning work	\$ _____
TOTAL:	\$ <u>10,933.00</u>

Street and Road Projects, Section 99402 (Article 8):

Article 8 Funds Requested for Street & Road Projects	\$ <u>289,713.00</u>
GRAND TOTAL:	\$ <u>364,426.00</u>

Submitted By:

 City Administrator 6-29-21

Signature of Local Official, Title

Date

Approved by MCTC:

Executive Director Date

Note:

TDA funds may be used to cover actual expenses during the fiscal year of the application only. Should carryover funds occur, MCTC should be notified

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

In the matter of ALLOCATION OF FY 2021-22 STATE TRANSIT ASSISTANCE FUND	Resolution No.: 21-14 Amendment No. 1
--	---

WHEREAS, State Transit Assistance funds have been made available to the Madera County Transportation Commission by the State Controller in the amount of \$1,388,217, an increase of \$259,635 from the original allocation;

WHEREAS, the Madera County Transportation Commission has apportioned these funds to the City of Chowchilla, City of Madera, and the County of Madera for the provision of Transit Operations and Transit Planning, and has invited applications for proposed uses of these funds; and

WHEREAS, the City of Madera, and the County of Madera submitted its applications recognizing the State Controller’s allocated amount;

WHEREAS, the agencies have complied by submitting appropriate documents detailing those projects and have sought authority to proceed; and

WHEREAS, priority consideration has been given to claims to enhance existing public transportation services, and to meet high priority regional, county-wide, or area-wide public transportation needs; and

WHEREAS, the sum of each of the three entities allocations from the State Transit Assistance Fund does not exceed the amount that each claimant is eligible to receive;

WHEREAS, the City of Chowchilla has submitted its applications and requests to allocate is apportionment;

NOW, THEREFORE, LET IT BE RESOLVED, that the County Auditor shall establish the following reserves and pay out the State Transit Assistance Fund in the amount listed for the transit projects shown below:

CLAIMANT	2021-22 STA
City of Chowchilla	
Unallocated	\$ 25,640
CATX	\$ 112,603
City of Madera	
Madera Metro, DAR, Intermodal	\$ 464,103
Unallocated	\$ 106,853

County of Madera	
MCC, Demand Response	\$ 551,876
Unallocated	\$ 127,142

The foregoing resolution was adopted this 22nd day of December 2021 by the following vote:

Commissioner Jose Rodriguez	_____
Commissioner Tom Wheeler	_____
Commissioner Waseem Ahmed	_____
Commissioner Brett Frazier	_____
Commissioner Robert Poythress	_____
Commissioner Cecelia Gallegos	_____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of December 22, 2021

AGENDA ITEM: 8-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

FY 2021-22 Overall Work Program & Budget – Amendment No. 2

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 2

SUMMARY:

Included in your package is Amendment No.2 of the FY 2021-22 Overall Work Program & Budget. The revised Budget is \$2,794,777 (decrease of \$37,736 from previously revised budget). The amendment reflects changes due to lower than expected health insurance and workers compensation costs, adjustments of consultant costs versus staff costs, and adjustments in the assigned work hours for each work element.

The amendment is recognized in the following accounts:

Revenues – (Decrease \$37,736)

- FHWA – decrease \$9,105
- TDA Carryover – decrease \$24,115
- MCTA – decrease \$4,516

Salaries & Benefits – (Decrease \$854)

- Worker's Compensation – decrease \$142
- Health – decrease \$712

Indirect Costs – (No change)

Other Direct Costs – (Decrease \$36,882)

- Consultant (SB-1 Planning Grant) – decrease \$2,200
- Consultant (Regional Housing Program) – decrease \$44,682
- Planning Grant Match – increase \$10,000

The amendment is reflected in all of the OWP Work Elements except WEs 130, 906, 907, 908: 100 – Regional Transportation Plan; 101 – Performance Measures; 102 – Regional Housing Planning Program; 110 – Regional Planning Database; 110.1 – Household Travel Survey; 111 –

Traffic Monitoring Program; 112 – Traffic Modeling; 113 – Air Quality Transportation Planning; 120 – Goods Movement and Highway Planning; 122 – Project Coordination & Financial Programming; 140 – Other Modal Elements; 150 – Public Participation Program; 150.1 – Public Outreach Coordination; 151 – Alternative Transportation Activities; 200 – Transportation Program Development; 901 – Transportation Funds Administration; 902 – Overall Work Program and Budget; 905 – Project Prioritization Study; 910 – MCTA Administration.

FISCAL IMPACT:

A decrease of \$37,736 to the previously approved 2021-22 Overall Work Program and Budget.

WORK ELEMENT: 100 REGIONAL TRANSPORTATION PLAN & ENVIRONMENTAL IMPACT REPORT

Objective

To develop and publish the Regional Transportation Plan (RTP) for Madera County pursuant to State and Federal guidelines (every four years). The Regional Transportation Plan is to be long-range (25-year planning horizon), comprehensive and financially constrained, air quality conformed and updated every four years. It must include a Sustainable Communities Strategy (SCS), be responsive to air quality issues and provide for adequate citizen participation in its development. In the development and preparation of the impending 2022 RTP, staff implemented the requirements of legislation related to Global Warming Solutions Act of 2006 (AB 32) and any other subsequent legislation such as SB 375 and SB 743.

Discussion

MCTC, as the State of California designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Planning Organization (MPO) for Madera County, is required to update the RTP every four years in compliance with guidelines established by the California Transportation Commission (CTC) and to remain consistent with Federal law. Federal requirements, as identified in MAP-21 and the FAST Act, includes consideration of metropolitan planning emphasis areas. Although the plan must be fiscally constrained, identified needs and recommended funding strategies beyond current financial capacity are included. This work element identifies staff time required to develop the plan, with recognition that RTP development also draws upon work activities within other modal elements identified in the Overall Work Program. The 2018 RTP was adopted by the MCTC Policy Board on September 19, 2018. The RTP is the primary planning document produced by MCTC and provides the policy basis for all major transportation infrastructure funding programs within the county.

This work element identifies staff time required to assemble information developed primarily through specific transportation modal elements identified in the OWP. The 2007 RTP was developed with SAFETEA-LU compliance consistent with the FHWA & FTA guidance provided by the MPO Planning Final Rule. The 2011 RTP Environmental Impact Report (EIR) also incorporated the greenhouse gas requirements of AB 32. The RTP was also developed in accordance with the 2007 RTP Guidelines adopted by the CTC. The 2014 RTP details an SCS funding implementation strategy focusing on a shift towards implementation of non-single occupancy vehicle trip transportation strategies with the goal of reducing per capita greenhouse gas tailpipe emissions. During the ongoing transportation planning process, staff compiles information into a consistent presentation format, verifies local, State, and Federal planning requirements, and submits amendments on regular updates for MCTC consideration. The stakeholders assisting in the development and review of the RTP consist of the following: MCTC staff; local jurisdiction staffs; social service transportation agencies; Sheriff's department; Economic Development

Department; School Districts; Native American Tribal Governments; consultants; and other interested public agencies and individuals. Additionally, the State Department of Housing and Community Development (HCD) consults with MCTC during the preparation of the Madera County Regional Housing Needs Assessment. This consultation ensures the coordination of information utilized for the preparation of the RTP.

The 2007 RTP was updated to incorporate the Measure T Investment Plan that was approved by the voters in November 2006. The 2011, 2014 and 2018 RTP updates carried forward the Measure T Investment Plan. The Measure is set to expire in 2026. An extension of the Measure will be perused in 2022 under the same timeline as the development of the 2022 RTP. As a results of related planning activities, a Measure T extension scenario will be analyzed in the 2022 RTP development process.

In fiscal year 2020/21, a consultant developed a methodology to prioritize transportation improvement projects in Madera County. The study examined all currently planned modal projects, identified new projects, and established a prioritization process for the projects. The prioritization increased the emphasis on projects that support equitable investment in disadvantaged communities, benefited public health and limited negative environmental impacts. The results of the Project Prioritization Study are to be incorporated into the 2022 RTP Update.

The California Air Resources Board (CARB) staff published the Final Sustainable Communities Strategy Program and Evaluation Guidelines in November 2019. These Guidelines outline how CARB evaluates MPO's SCS pursuant to SB 375. These new guidelines updated the SCS review methodology. The new guidelines emphasize the tracking of plan implementation, policy commitments, incremental progress, and equity as key analysis components. However, the Policy Commitments component is the only component used by CARB staff as the basis for accepting or rejecting the MPO's SB 375 GHG emission reduction target determination. The other three reporting components are included to identify the effectiveness of prior SCS implementation and increase overall transparency of the SCS for the public and other stakeholders. Additionally, CARB approved new GHG reduction targets in 2018 to be applied to the 2022 RTP/SCS.

MCTC staff will work with consultants as needed through the MCTC On-call Technical Services and Modeling Support Program to thoroughly analyze and report the findings of the SCS per Sustainable Communities Strategy Program and Evaluation Guidelines. MCTC will evaluate impacts to disadvantaged communities in support of an equitably directed RTP and SCS.

MCTC has retained professional consultation services for the development of the Program Environmental Impact Report (PEIR) for the 2022 RTP/SCS in January of 2021. The Notice of Preparation process occurred in February and March of 2021. The PEIR development is coinciding with activities related to the RTP and SCS Scenario Development.

MCTC, in conjunction with the other seven San Joaquin Valley MPOs, also retained Trinity Consulting for assistance with Air Quality related elements of the 2018 RTP/SCS, specifically related to SB 375 emissions analysis and evaluation of Federal criteria pollutants.

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

Activities in this element related to the development of the 2022 RTP/SCS and PEIR will culminate with the availability of the Draft 2022 RTP/SCS and PEIR at the conclusion of the 2021/22 fiscal year. Final adoption of the plan and certification of the environmental document is expected to occur in Fall of 2022. The SCS submittal and subsequent review by CARB staff is expected to take place during the 2022/23 fiscal year.

Performance Monitoring Measures

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

California Planning Emphasis Areas

Performance Management

MCTC initiated a 2004 RTP Prioritization Study that for the first time prioritized RTP projects by cost effectiveness based upon established RTP performance measures. Projects are advanced for programming in the FTIP thereafter based upon deliverability within the four-year element of the FTIP. The 2022 RTP will utilize performance measures to reprioritize projects for each scenario developed for the SCS. The current performance measures are found in table 6-5 of the 2018 Regional Transportation Plan/Sustainable Communities Strategy and are summarized here:

- Social Equity,
- Mobility and Accessibility,
- Economic and Community Vitality,
- Sustainable Development,
- Environmental Quality,
- Safety and Health, and
- System Performance.

In addition to these performance measures, MCTC will integrate MAP-21 and FAST Act new performance management requirements to improve project decision-making through performance-based planning and programming to choose the most efficient investments for Federal transportation funds as they are applicable to the region. The performance measures (PM) for the Federal highway programs include:

PM 1: HSIP and Safety Performance

PM 2: Pavement and Bridge Condition Performance

PM 3: System Performance/Freight/CMAQ Performance

Task 1 RTP/SCS Outreach Activities

- 1.1 Continue meeting with RTP/SCS Oversight Committee
- 1.2 Engage project stakeholders with activities related to the RTP/SCS at community workshops, online activities, surveying, through print media, etc.,
- 1.3 Coordinate activities in Disadvantaged Communities
- 1.4 Maintain and update RTP/SCS website

Deliverable: Draft Outreach Report Chapter of RTP/SCS to document comprehensive outreach activities, materials and input received.

Responsible Party: MCTC Staff, Consultant

Task 2 SCS Scenario Planning

- 2.1 Analyze community/stakeholder feedback
- 2.2 Establish new scenario features
- 2.3 Prepare technical modeling inputs differentiating scenarios
- 2.4 Create model runs for scenarios
- 2.5 Evaluate results of generated from scenarios
- 2.6 Report to Oversight Committee and project stakeholders on scenario performance
- 2.7 Select preferred SCS scenario
- 2.8 Finalize SCS scenario analysis for the RTP/SCS

Deliverable: Draft SCS Report for the RTP/SCS including scenario development process, scenario characteristics, scenario performance

Responsible Party: MCTC Staff

Task 3 RTP/SCS Equity Analysis

- 3.1 Assist local agencies with Hot-spot emissions assessment as needed.
- 3.2 Provide model data as requested to state and Federal partners in support of emissions/air quality planning

Deliverable: Draft Equity Analysis Report for the RTP/SCS including assessment of impacts to disadvantaged communities and equitability of planned investments

Responsible Party: MCTC Staff

Task 4 RTP/SCS Chapter Elements

- 4.1 Develop plan elements including sections covering:
 - a. Existing conditions
 - b. Regulatory settings
 - c. Long range projections
 - d. Policy goals and objectives
 - e. Multi-modal system planning
 - f. Performance based planning
 - g. Financial investment
- 4.2 Incorporate analysis findings including:
 - a. Sustainable Communities Strategy
 - b. Equity Analysis
- 4.3 Document overall outreach efforts

Deliverable: Draft 2022 RTP/SCS

Responsible Party: MCTC Staff

Task 5 RTP/SCS Program Environmental Impact Report

- 5.1 Finalize environmental analysis of required CEQA impacts including:

Air quality, biological resources and endangered species, community impacts, health, land use, agriculture and open space resources, water quality, air quality conformity, visual aesthetic, transportation, disadvantaged communities/environmental justice, Title VI of the Civil Rights Act of 1964, geology, soils & minerals, greenhouse gas emissions analysis.
- 5.2 Develop Draft PEIR for the 2022 RTP/SCS

Deliverable: Draft PEIR for the 2022 RTP/SCS

Responsible Party: MCTC Staff, Consultant

Task 6 Begin SCS Evaluation Report

- 6.1 Begin preparing SCS submittal report to CARB
- 6.2 Populate technical data tables with travel behavior data
- 6.3 Prepare SCS performance report responsive to Sustainable Communities Strategy Program and Evaluation Guidelines

Responsible Party: MCTC Staff

Task 7 Amendments to the 2018 RTP

- 7.1 As needed, amend the 2018 RTP

7.2 As needed, prepare emissions analysis for significant amendments to the 2018 RTP

Responsible Party: MCTC Staff

Previous Work

- 2018 RTP/SCS
- PEIR for the 2018 RTP/SCS
- SCS SB375 Compliance Evaluation Report
- 2018 RTP/SCS Amendment 1

Product

1. Draft 2022 RTP/SCS
2. Draft PEIR for the 2022 RTP/SCS
3. Amendments to the 2018 RTP as necessary

Tasks

Task	Task Description	Start Date	End Date	% of Work
100.1	RTP/SCS Outreach Activities	Jul 2021	Apr 2022	15%
100.2	SCS Scenario Planning	Jul 2021	Oct 2022	15%
100.3	RTP/SCS Equity Analysis	Aug 2021	Oct 2022	10%
100.4	RTP/SCS Chapter Elements	Sep 2021	Jun 2022	25%
100.5	RTP/SCS Program Environmental Impact Report	Jul 2021	Jun 2022	25%
100.6	Begin SCS Evaluation Report	Mar 2022	Jun 2022	9%
100.7	Amendments to the 2018 RTP, as needed	Jul 2021	Jun 2022	1%
				100%

FTE: .65

100 Regional Transportation Plan & EIR

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	15,341	RTP EIR (Consultant)	83,746
MCTA		RTP/SCS Development (Consultant)	50,000
FHWA-PL	118,405		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	133,746	Subtotal	133,746
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	21,949	Direct Wages/Benefits plus Indirect:	191,360
MCTA			
FHWA-PL	169,411		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	207,768		
Total:	325,106	Total:	325,106

WORK ELEMENT: 101 PERFORMANCE MEASURES

Objective

Development of transportation performance measures (PM) and targets as part of the Regional Transportation Planning Process.

Discussion

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

- PM 1: HSIP and Safety Performance
- PM 2: Pavement and Bridge Condition Performance
- PM 3: System Performance/Freight/CMAQ Performance

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

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

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

- Pavement Performance of the NHS
 - Percentage of Interstate pavements in Good condition
 - Percentage of Interstate pavements in Poor condition
 - Percentage of non-Interstate pavements in Good condition
 - Percentage of non-Interstate pavements in Poor condition

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

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

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

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

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

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

The performance-based planning activities require regular coordination with Federal, State, and local agency officials; outreach to local stakeholders; identification of available data sources, data collection; identification of reasonable and achievable targets, development of a monitoring plan and reporting process; and integration of the performance-based approach into planning and programming processes and plans.

MCTC coordinated with State and local partners to establish regional targets for all three Performance Measures: PM 1, 2, and 3, as applicable. MCTC will continue to coordinate with Federal, State, and local agencies to the maximum extent practicable. MCTC targets were reported to Caltrans, which must be able to provide the targets to FHWA, upon request. MCTC will continue to monitor.

Performance Measures Applicability Summary

PM 1: HSIP and Safety Performance – **Applicable every year**

PM 2: Pavement and Bridge Condition Performance

- Pavement Performance of the NHS
 - Percentage of Interstate pavements in Good condition – **N/A for Madera Region,**
 - Percentage of Interstate pavements in Poor condition – **N/A for Madera Region,**
 - Percentage of non-Interstate pavements in Good condition – **Applicable, 4-year cycle**
 - Percentage of non-Interstate pavements in Poor condition – **Applicability, 4-year cycle**
- Bridge Performance of the NHS
 - Percentage of NHS bridges in Good condition – **N/A for Madera Region,**
 - Percentage of NHS bridges in Poor Condition – **N/A for Madera Region,**

PM 3: System Performance/Freight/CMAQ Performance

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

Task 1 Coordination Activities:

- 1.1 Coordinate with FHWA and Caltrans regarding Federal and State requirements. Caltrans conducts periodic assessment of target goals during their mid-performance review setting. MCTC will participate and review targets as appropriate to help the state with its reviews.
- 1.2 Coordinate with local agencies in regards to data and target setting.
- 1.3 Participate in training, workshops, meetings, and related activities

Responsible Party: MCTC Staff

Task 2 Monitoring

- 2.1 Monitor PM1 performance targets
- 2.2 Monitor PM2 performance targets and report processes for local agencies for performance measures.
- 2.3 Monitor PM3 performance targets
- 2.4 Monitor State and Federal guidance related to performance measures.

Responsible Party: MCTC Staff

Task 3 Target Setting

- 3.1 Establish PM1 performance targets

Responsible Party: MCTC Staff

Previous Work

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

Product

1. Safety targets (PM 1) for the region.
2. Coordinate with FHWA and Caltrans regarding Federal and State requirements.
3. Participation in training, workshops, and meetings related to performance measures.
4. Collaborate with local agency representatives and other stakeholders regarding goals, objectives, measures and targets and the development of planning documents related to developing targets.

5. Collect and report regional data on meeting targets, and all other reporting requirements as they relate to Safety, Pavements Condition, and System Performance.
6. Participation in Technical Advisory Group meetings for Performance Measures.
7. Monitor State and Federal guidance related to performance measures.

Tasks

Task	Task Description	Start Date	End Date	% of Work
101.1	Coordination Activities	Jul 2021	Jun 2022	45%
101.2	Monitoring	Jul 2021	Jun 2022	40%
101.3	Target Setting	Jan 2022	Feb 2022	15%
				100%

FTE: .11

101 Performance Measures

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	26,536
MCTA			
FHWA-PL	23,492		
FTA-Section 5303			
STIP – PPM	3,044		
Other			
Subtotal			
Total:	26,536	Total:	26,536

WORK ELEMENT: 102 REGIONAL HOUSING PLANNING PROGRAM

Objective

To accelerate housing production in the Madera County Region and facilitate compliance with the Regional Housing Needs Assessment (RHNA) plan.

Discussion

California requires that all local governments (cities and counties) adequately plan to meet the housing needs of everyone in the community.

Regional Early Action Planning (REAP):

Recent approvals of Senate Bill (SB) 113 and Assembly Bill (AB) 101 have made funding available to Councils of Governments and other groups, such as the San Joaquin Valley multiagency working group through a new Regional Early Action Planning (REAP) grant program. MCTC is part of this multiagency working group. This program is administered by the California Department of Housing and Community Development (HCD). The primary goal of the program is to accelerate housing production in California by cities and counties (local agencies) and facilitate compliance with the Regional Housing Needs Assessment prepared by HCD and MCTC.

Local Early Action Planning (LEAP) Grants:

The Local Early Action Planning Grants, provides grants complemented with technical assistance to local governments for the preparation and adoption of planning documents, and process improvements that:

1. Accelerate housing production.
2. Facilitate compliance to implement the sixth-cycle Regional Housing Needs Assessment.

Eligible activities must be related to housing planning and facilitate the streamlining and acceleration of housing production. MCTC will assist with the administration and distribution of LEAP grants in Madera County.

Regional Housing Needs Assessment (RHNA) Plan:

MCTC will assist the Housing and Community Development (HCD) department with the preparation of the Madera County Regional Housing Needs Allocation Plan (RHNA) to estimate and allocate the housing needs in the Madera County region as mandated by the State for inclusion in city and county general plan Housing Elements. The RHNA Plan will include determinations of housing allocations specific to each jurisdiction. These housing allocations

include the housing needs of all income levels while avoiding further impacting communities with current relatively high proportions of lower income households.

Task 1 Administer Regional Early Action Planning (REAP) Funding

1.1 Administer REAP funding for MCTC and with local agency partners.

Responsible Party: MCTC Staff

Task 2 Monitor Local Early Action Planning (LEAP) Funds and Provide Assistance

2.1 Monitor LEAP funding to local agencies and provide assistance on an as needed basis.

Responsible Party: MCTC Staff

Task 3 Regional Housing Needs Assessment (RHNA) Plan

3.1 Assist the State Housing and Community Development (HCD) in the preparation of the RHNA.

Responsible Party: MCTC Staff

Previous Work

1. Assisted HCD with the preparation of the 5th Cycle 2014 Madera County Regional Housing Needs Allocation Plan.

Product

1. Work with the San Joaquin Valley multiagency working group in the administration of REAP funding in Madera County.
2. Allocate LEAP funding in Madera County and assist member agencies, as needed.
3. Assist HCD with the preparation of the 6th Cycle 2022 Madera County Regional Housing Needs Allocation Plan.

Tasks

Task	Task Description	Start Date	End Date	% of Work
102.1	Administer Regional Early Action Planning (REAP) Funding	Jul 2021	Jun 2022 - Ongoing	10%
102.2	Monitor Local Early Action Planning (LEAP) Funds and Provide Assistance	Jul 2021	Jun 2022 - Ongoing	30%
102.3	Regional Housing Needs Assessment (RHNA) Plan	Jul 2021	Jun 2022	60%
				100%

FTE: .17

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	242,709
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
SJV REAP HOUSING	242,709		
Other			
Subtotal	242,709	Subtotal	242,709
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	52,732
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
SJV REAP HOUSING	52,732		
Other			
Subtotal	52,732		
Total:	295,441	Total:	295,441

WORK ELEMENT: 110 REGIONAL PLANNING DATABASE

Objective

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

Discussion

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

This work element provides for the continuing maintenance and development of these databases. GIS training and continued development of a GIS program are ongoing tasks. Focus will be on refining information related to defining road infrastructure needs as well as incorporating demographic data as available from the 2010 Federal census.

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

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

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

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

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

MCTC updates the significant roadway network as needed to run new air quality analysis for new or amended RTP and FTIP roadway projects. The most recent RTP amendment incorporated new roadway configurations and project open to traffic dates for the future improvements along the State Route 41 corridor. The significant roadway network is used in the modeling process for travel volumes and air quality analysis. Additional review and refinement occurred during the most recent MCTC model update in 2019.

MCTC gather and augment projection data using local and state data. The projections pertain to socio-economic data used to project future conditions modeled in the RTP/SCS development process. MCTC staff will utilize its existing population and economic projection model developed by the Planning Center and explore updating the model as needed with assistance from consultants.

Task 1 Madera County GIS Users Meeting

1.1 Participate with GIS User Group coordinated by Madera County staff

Responsible Party: MCTC Staff

Task 2 Maintain Layer Data and Database

2.1 Maintain or reconfigure as needed layer data and database for regionally significant local roads to include “as built” configuration, planned configuration, pavement condition, maintenance status, and congestion levels.

Responsible Party: MCTC Staff

Task 3 Maintain Layer and Database for Bridges

Responsible Party: MCTC Staff

Task 4 Maintain Layer and Database for Bicycle, Pedestrian, and Transit Networks

Responsible Party: MCTC Staff

Task 5 Maintain Administrative Layers for Land Use and Zoning

Responsible Party: MCTC Staff

Task 6 Maintain Layer and Database for Disadvantaged Communities

6.1 Maintain layer and database for disadvantaged communities and acquire bicycle and pedestrian counts to be used in this database.

Responsible Party: MCTC Staff

Task 7 Training

7.1 Provide Training for MCTC staff

Responsible Party: MCTC Staff

Task 8 Update Socio-economic Projections

7.1 Utilize population and socio-economic projection model

7.2 Augment projection with local and state data

7.3 Update model as deemed necessary with consultant assistance

Responsible Party: MCTC Staff, Consultant

Previous Work

1. Developed demographic projections by TAZ for 2042 in support of the 2018 RTP/FTIP
2. Developed basic inventory of regionally significant roads with geographic keys
3. Established database structure for roads inventory
4. Provided GIS training for employees
5. Developed basic inventory of regionally significant roads with geographic keys.
6. Established database structure for roads inventory.
7. Provided GIS training for employees.
8. Developed GIS database for Madera County housing units by TAZ based upon the 2010 Census demographics at the block level.
9. Developed layer and database of disadvantaged communities for use in funding applications.
10. MCTC staff coordinated with local agencies to acquire bicycle and pedestrian counts within disadvantaged communities to be used in the database for use in funding applications.
11. Developed database of transit routes and stops.

Product

1. Maintenance of GIS databases and related map layers for use by local agencies, tribal governments, and the State for describing existing conditions on transportation facilities within Madera County.
2. Maintenance of demographic database for Madera County with projections by TAZ as needed to support air quality analysis requirements for amendments to the 2018 RTP and 2019 and 2021 FTIPs.
3. Continuous coordination with local agencies, neighboring counties, and Caltrans.
4. Continuous GIS training for MCTC staff.
5. Updated future year significant roadway network because of 2018 RTP Amendment 1.

Tasks

Task	Task Description	Start Date	End Date	% of Work
110.1	Madera County GIS User Group Meeting (Monthly)	Jul 2021	Jun 2022	10%
110.2	Maintain Layer Data and Database	Jul 2021	Quarterly	10%
110.3	Maintain Layer and Database for Bridges	Jul 2021	Quarterly	10%
110.4	Maintain Layer and Database for Bicycle Pedestrian, and Transit Networks	Jul 2021	Monthly	10%
110.5	Maintain Administrative Layers for Land Use and Zoning	Jul 2021	Monthly	10%
110.6	Maintain Layer and Database for Disadvantaged Communities	Jul 2021	Monthly	20%
110.7	Training	Jul 2021	Jun 2022	20%
110.8	Update Socio-economic Projections	Jul 2021	August 2021	10%
				100%

FTE: .16

110 Regional Planning Database

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	32,931	Direct Wages/Benefits plus Indirect:	47,139
MCTA			
FHWA-PL			
FTA-Section 5303			

STIP - PPM	14,028		
Other			
Subtotal	47,139		
Total:	47,139	Total:	47,139

WORK ELEMENT: 110.1 SAN JOAQUIN HOUSEHOLD TRAVEL SURVEY

Objective

Collect household travel data in the entire San Joaquin Valley and provide input for the development of updated travel demand forecast models in the Valley to meet the federal & state requirements and the modeling needs in the Valley.

Discussion

The eight MPOs in the San Joaquin Valley will collaborate on a data collection project in fiscal year 2021/2022. The San Joaquin Valley Household Travel Survey will collect data for the eight counties, including household demographic information, travel patterns, and trip-making characteristics. The data will be used in estimation, calibration, and validation of the travel demand models owned by the eight Valley MPOs. These models are a critical tool for planning activities at local, regional, state, and federal levels, such as RTP/SCS development, conformity, transportation corridor studies, environmental justice analysis, SB 743 VMT analysis under CEQA, impact fee nexus studies, and transit service planning.

The Valley MPOs will sponsor the survey, with involvement from Caltrans District 6 and 10 staff, as Caltrans uses the Valley MPO's models in the design and planning of state facilities. HCD will also be a partner in the survey as they will be sponsoring a supplemental housing survey as an add-on of the travel survey. The data and a final report with detailed travel characteristics summarized for each county will be developed at the conclusion of the project and provided to each Valley MPO.

Task 1 Develop & Issue Request For Proposals

- 1 Develop & issue RFP for the valley-wide household travel survey.

Responsible Party: Fresno COG, in collaboration with the other valley COGs

Task 2 Select Consultant

- 2 A selection committee that comprises Valley COG staff will interview consultants and offer a recommendation to the COG Directors group.

Responsible Party: Fresno COG, in collaboration with the other valley COGs

Task 3 Develop Draft Survey Methodology and Survey Instrument

- 3 The consultant (team) will develop draft survey methodology and propose the design of survey instrument for review.

Responsible Party: Consultant

Task 4 Develop Survey Sampling Design

- 4 The consultant (team) will design survey sampling and present it for review.

Responsible Party: Consultant

Task 5 05 Recruit and Train the Interviewers

Responsible Party: Consultant

Task 6 Finalize the Survey Instrument and Procedures

6 After the pretest of the survey instrument and procedures, survey instrument and methodology are adjusted and finalized.

Responsible Party: Consultant

Task 7 Implement the Survey and Collect Household Travel Data

7 Consultants begin the data collection process.

Responsible Party: Consultant

Task 8 Process the Survey Data

8 The consultant (team) will clean up and processes the survey data.

Responsible Party: Consultant

Task 9 Prepare Draft Final Report for the Survey

Responsible Party: Consultant

Task 10 Presentation to Committees and the Policy Board

10 The consultant presents the report to the Valley COG Directors, Fresno COG's Transportation Technical Committee, Policy Advisory Committee and Policy Board for final acceptance.

Responsible Party: Fresno COG Staff and Consultant

[Previous Work](#)

New Element

[Product](#)

1. RFP for the Valleywide household survey
2. Draft survey methodology and instrument design
3. Development of sample design
4. Public outreach plan
5. Final instrument design and interviewers trained
6. Survey data collected

Tasks

Task	Task Description	Start Date	End Date	% of Work
110.1.1	Develop and Issue RFP	Jul 2021	Sep 2021	5%
110.1.2	Select Consultant Team	Sep 2021	Nov 2021	2%
110.1.3	Develop Survey Methodology and Survey Instrument	Dec 2021	Jan 2022	13%
110.1.4	Survey Methodology and Instrument Design	Jan 2022	Feb 2022	10%
110.1.5	Recruit and Train Interviewers	Feb 2022	Feb 2022	10%
110.1.6	Finalize Survey Instrument and Procedure	Jan 2022	Feb 2022	10%
110.1.7	Implement Survey	Mar 2021	May 2021	15%
110.1.8	Process Data	May 2022	Jun 2022	15%
110.1.9	Develop Final Report	May 2022	Jun 2022	15%
110.1.10	Presentations	Jun 2022	Jun 2022	5%
				100%

FTE: .02

110.1 San Joaquin Household Travel Survey

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	27,081
MCTA			
FHWA-PL			
FTA-Section 5303			
HR 133 PPM	26,244		
STIP - PPM	837		
Other			
Subtotal	27,081	Subtotal	27,081

<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	4,920
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM	4,920		
Other			
Subtotal	4,920		
Total:	32,001	Total:	32,001

WORK ELEMENT: 111 TRAFFIC MONITORING PROGRAM

Objective

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

Discussion

MCTC utilizes contracts with survey professionals to conduct traffic counts and MCTC then prepares the Traffic Monitoring Program report. Staff and the consultant developed a standardized triennial regional count program with the assistance from the local agencies.

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.

Task 1 Traffic Counts

- 1.1 Conduct traffic counts at various locations

Responsible Party: Consultant

Task 2 Traffic Monitoring Support

- 2.1 Provide traffic monitoring support to local agencies, including tribal governments

Responsible Party: MCTC Staff

Task 3 Data Collection

- 3.1 Collect data from local agency and Caltrans traffic county programs

Responsible Party: MCTC Staff

Task 4 HPMS Data Submission

- 4.1 Coordinate the submission of HPMS data to Caltrans from local agencies as required

Responsible Party: MCTC Staff

Previous Work

1. Published Madera County Traffic Monitoring – 2020 Annual Report.
2. Developed a triennial 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 – 2021 Annual Report.
2. Traffic counts.
3. HPMS data submission to Caltrans.

Tasks

Task	Task Description	Start Date	End Date	% of Work
111.1	Traffic Counts	Apr 2022	May 2022	70%
111.2	Traffic Monitoring Support	Jul 2021	Jun 2022	15%
111.3	Data Collection	Jul 2021	Jun 2022	10%
111.4	HPMS Data Submission	Jul 2021	Jun 2022	5%
				100%

FTE: .04

111 Traffic Monitoring Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant – Traffic Counts	7,500
MCTA			
FHWA-PL	6,640		
FTA-Section 5303			
STIP - PPM	860		
Other			
Subtotal	7,500	Subtotal	7,500

<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	6,270
MCTA			
FHWA-PL	5,551		
FTA-Section 5303			
STIP - PPM	719		
Other			
Subtotal	6,270		
Total:	13,770	Total:	13,770

WORK ELEMENT: 112 REGIONAL TRANSPORTATION MODELING

Objective

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

Discussion

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

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

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

The current MCTC Model was updated by Elite Transportation Group and completed in the Fall of 2020, the primary activities of the update were included in Work Element 112.1 of the 2020/21 OWP. The update advanced the base year to 2018, applied latest planning assumptions related to travel behavior, and improved mode choice with more robust transit network modeling. The model will be utilized for activities supporting the development of the 2022 RTP/SCS and 2023 FTIP.

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

SB 743 (2013), requires that the existing metric of Level of Service (LOS), used in measuring transportation impacts in CEQA, be replaced with Vehicle Miles Travelled as a metric of analysis. MCTC has and continues to coordinate with local agencies and state staff regarding this change taking effect on July 1, 2020. The MCTC Model was updated with SB 743 in mind so it may serve as an adequate tool towards required travel analysis and impacts for the environmental review of projects in the Madera Region. MCTC staff will continue to collaborate with its partners to ensure the model is in a state to best assist local governments with the implementation of SB 743. Staff will provide technical assistance for using the traffic model to assess VMT analysis. The model update completed in fiscal year 2020/2021 featured new VMT analysis functionality and post-processing capabilities.

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

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

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

MCTC has prepared the model with latest planning assumptions for use in the 2022 RTP/SCS and 2023 FTIP modeling activities. These assumptions include a regional growth forecast that includes population, households, employment, housing units, school enrollment, etc. by the year 2046. The model functionality, composition, and output results are incorporated into various outreach and workshop activities where its use is applied with significant engagement on modeling activities taking place in conjunction with the development of the RTP/SCS and corresponding Conformity Analysis.

Task 1 2022 RTP/SCS and EIR Scenario Modeling

1.1 Model project base year

1.2 Model SCS scenario projections for project horizon year and SB375 analysis year

Deliverable: Model output for multiple planning forecast scenarios by project base year, horizon year and SB375 analysis year

Responsible Party: MCTC Staff

Task 2 2023 FTIP and 2022 RTP/SCS and EIR Corresponding Conformity Analysis Modeling

2.1 Model various interim analysis years as required to demonstrate conformity

Deliverable: Model output for multiple interim analysis years required for Federal air quality determinations.

Responsible Party: MCTC Staff

Task 3 Additional Local Agency and Partner Modeling and Technical Support

3.1 Assist local agencies with modeling assistance where needed

3.2 Provide model data as requested to state and Federal partners

Deliverable: Model run, model output data

Responsible Party: MCTC Staff

Task 4 Additional Model Runs for Significant Amendments of the RTP and FTIP

4.1 When needed, Run model for significant amendments of the RTP and FTIP

Deliverable: Model run, model output data

Responsible Party: MCTC Staff

Task 5 Continue Multi-agency Coordination for Air Quality Planning Activities

5.1 When needed, Run model for significant amendments of the RTP and FTIP

Deliverable: Model run, model output data

Responsible Party: MCTC Staff

Previous Work

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

Product

1. 2022 RTP/SCS Scenario Modeling
2. 2023 FTIP and 2022 RTP/SCS and EIR Conformity Modeling
3. Create Model Runs for Significant RTP and FTIP Amendments
4. Provide Modeling Data and Assistance

- 5. 2018 Travel Demand Model Base Year
- 6. VMT Post-processing tool

Tasks

Task	Task Description	Start Date	End Date	% of Work
112.1	2022 RTP/SCS Scenario Modeling	Jul 2021	Oct 2021	40%
112.2	2023 FTIP and 2022 RTP/SCS and EIR Conformity Modeling	Jul 2021	Nov 2021	50%
112.3	Additional modeling in support of local agencies and state and Federal partners	Jul 2021	Jun 2022	5%
112.4	Model runs for RTP and FTIP significant amendments	Jul 2021	Jun 2022	5%
				100%

FTE: .22

112.0 Regional Transportation Modeling

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Technical/Modeling On-Call Services (Consultant)	50,000
MCTA		Cloud Computing (Valley)	1,000
FHWA-PL	48,249	Software Maintenance	3,500
FTA-Section 5303			
STIP - PPM	6,251		
Other			
Subtotal	54,500	Subtotal	54,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	72,640
MCTA			
FHWA-PL	64,308		
FTA-Section 5303			
STIP - PPM	8,332		
Other			
Subtotal	72,640		
Total:	127,140	Total:	127,140

WORK ELEMENT: 113 AIR QUALITY TRANSPORTATION PLANNING

Objective

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

Discussion

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

The California Transportation Plan 2050 (CTP) discussed needed action to ensure the state can meet ambitious goals for the future in creating more sustainable, resilient, and adaptive communities able to help mitigate future climate risks. MCTC sees the RTP/SCS and the CTP as related planning documents in outlining the shared local and state goals towards planning related to climate and the steps necessary to implement action to meet these goals. Staff will incorporate elements of the CTP where applicable into the region’s RTP/SCS development process.

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

Traditional control methods directed at stationary and mobile sources are reportedly reaching their limits of effectiveness. It is, therefore, necessary to review and broaden assignment of responsibility for the quality of our air. Local government control measures are being

implemented to address areas under the jurisdiction of local government. Additionally, as transportation choices made by the general public can significantly affect emissions from motor vehicles, education of the general public regarding effects of behavioral patterns is critical. MCTC coordinates and advises in the development of local government control measures and encourages conscientious travel choices. Pertinent air quality information is disseminated directly to the local tribal governments and MCTC staff is made available to assist with air quality requirements.

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

The EMFAC model developed by CARB plays an important role in analyzing impacts to air quality caused by travel behavior in the Madera Region. The model creates an inventory of various vehicle types operating throughout the state by specific region. This inventory includes low-emission and zero-emission vehicles (ZEV). The EMFAC model projects the expected market integration of ZEV in the Madera Region for MCTC, state and federal air quality analysis. MCTC has demonstrated its transportation planning related air quality impacts conform to the 2015 Ozone and 2012 PM2.5 standards. The MCTC Policy board acknowledged these findings and directed MCTC staff to forward the results of the analysis to appropriate state and Federal authorities who concurred with the findings.

In 2019 Safer Affordable Fuel Efficient (SAFE) Rule 1 was presented for rulemaking by the U.S. Environmental Protection Agency (EPA) and U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA). The rule was finalized in 2019 revoking California's authority to implement the Advanced Clean Cars and ZEV mandates. CARB staff was able to develop an adjustment to the EMFAC model to account for the change. MCTC staff will continue to monitor the status of the SAFE Rule under new administration and assist CARB staff where needed with refinement to the EMFAC model resulting from any changes to the status of the SAFE rule.

MCTC staff have established the latest planning assumptions to be utilized in the development of the 2022 RTP/SCS and EIR and the 2023 FTIP modeling activities. Staff will utilize data output from various analysis years to prepare air quality emissions analysis for SB375 and to demonstrate Federal air quality conformity. Modeling data output from various projection years and scenarios will be converted into EMFAC14 model inputs. The EMFAC14 model will be run to create detailed emission data upon which to develop emissions analysis for SB375 and Federal

air quality conformity requirements.

Task 1 Prepare Air Quality Emissions Analysis for 2022 RTP/SCS and EIR as required for SB375 Scenarios

- 1.1 Conversion of MCTC Model outputs into EMFAC14 inputs
- 1.2 Running EMFAC14 for SB375 analysis years
- 1.3 Prepare emissions analysis for 2022 RTP/SCS and EIR as required for SB375

Deliverable: 2022 RTP/SCS and EIR Emissions Analysis

Responsible Party: MCTC Staff

Task 2 2023 FTIP and 2022 RTP/SCS and EIR Corresponding Conformity Analysis

- 2.1 Conversion of MCTC Model outputs into EMFAC14 inputs
- 2.2 Run the EMFAC14 model for various years and seasons as needed for Federal air quality conformity
- 2.3 Prepare Federal conformity air quality analysis corresponding to the 2023 FTIP and 2022 RTP/SCS and EIR.

Deliverable: 2023 FTIP and 2022 RTP/SCS and EIR Corresponding Conformity Analysis.

Responsible Party: MCTC Staff, Consultant

Task 3 Additional Local Agency and Partner Modeling and Technical Support

- 3.1 Assist local agencies with Hot-spot emissions assessment as needed.
- 3.2 Provide model data as requested to state and Federal partners in support of emissions/air quality planning

Deliverable: Model run, model output data

Responsible Party: MCTC Staff, Consultant

Task 4 RTP and FTIP Amendments Requiring a Federal Air Quality Conformity Determination

- 6.1 Prepare new Air Quality Conformity Determinations as needed for amendments to the 2018 RTP and 2021 FTIP

Deliverable: Amended 2018 RTP and 2021 FTIP Federal Air Quality Conformity Analysis.

Responsible Party: MCTC Staff

Task 5 Continue Multi-Agency Coordination for Air Quality Planning Activities

- 5.1 Participate with Interagency Consultation (IAC) group on technical matters related to Air Quality analysis
- 5.2 Work with SJVAPCD and other agencies to determine if there are traffic control measures, reasonably available control measures and/or best available control measures able to be pursued for congestion or inclusion is attainment demonstrations

Responsible Party: MCTC Staff, Consultant

Previous Work

1. Federal Air Quality Conformity Analysis Corresponding to the 2021 FTIP
2. 2015 Ozone Conformity Analysis, 2019 FTIP Amendment No. 3 (Type 5 – Formal), 2018 RTP Amendment No. 1
3. Federal Air Quality Conformity Analysis Corresponding to the 2018 RTP/SCS and EIR and 2019 FTIP
4. Emissions Analysis for the 2018 RTP/SCS and EIR as required for SB375

Product

1. 2022 RTP/SCS and EIR Emissions Analysis as required for SB375
2. 2023 FTIP and 2022 RTP/SCS and EIR Corresponding Conformity Analysis
3. Federal Air Quality Conformity Analysis for Significant Amendments of the RTP or FTIP

Tasks

Task	Task Description	Start Date	End Date	% of Work
113.1	2022 RTP/SCS SB375 Emissions Analysis	Jul 2021	Oct 2021	35%
113.2	2023 FTIP and 2022 RTP/SCS and EIR Conformity Analysis	Jul 2021	Nov 2021	50%
113.3	Additional air quality analysis in support of local agencies and state and Federal partners	Jul 2021	Jun 2022	5%
113.4	Amendments to the RTP or FTIP requiring new Federal Air Quality Conformity Analysis	Jul 2021	Jun 2022	5%
113.5	Continue Multi-Agency Coordination for Air Quality Planning Activities	Jul 2021	Jun 2022	5%
				100%

FTE.27

113 Air Quality Transportation Planning

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	918	Air Quality Consultant	8,000
MCTA			
FHWA-PL	7,082		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	8,000	Subtotal	8,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	10,251	Direct Wages/Benefits plus Indirect:	89,378
MCTA			
FHWA-PL	79,127		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	89,378		
Total:	97,378	Total:	97,378

WORK ELEMENT: 120 GOODS MOVEMENT & HIGHWAYS PLANNING

Objective

To maintain a continuing, cooperative, and coordinated regional Goods Movement Streets and Highways planning process which coordinates with our San Joaquin Valley partners and is also responsive to local needs and to State and Federal planning requirements.

Discussion

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

State Route 99 Coordination

MCTC staff has been in active coordination and consultation with Caltrans regarding the State Route 99 Corridor. Working with the Great Valley Center and Caltrans, a Business Plan was developed for the corridor running through the valley. Partly because of this coordination and Business Plan, the Proposition 1B bond included a State Route 99 earmark, the only transportation earmark in the bond placed before the voters. Those funds have been awarded to needed projects, but there is an additional \$5 Billion plus in projects remaining to be funded. The Business Plan was updated in February 2020 as well as a Financial Plan for the remaining projects that need to be funded.

MCTC staff has been in active coordination with the Valley MPOs and the San Joaquin Valley Regional Policy Council to aggressively pursue funds through the State budget, California Transportation Commission (CTC) allocation process or any other state sources to address safety, congestion management, and goods movement. The effort is to complete the State highway network in our region. The Policy Council will remain diligent in competing for additional state funds, including COVID-relief stimulus, to complete gap closures to improve safety and movement of goods. This includes building out SR 99 to a minimum of six-lanes, consistent with the Caltrans adopted State Route 99 Business Plan and addressing east-west connector routes such as Highway 41, 46, 120, 132, 198 and Interstate 205.

Throughout this process is the potential consideration by the State of interstate status for State Route 99. At the prompting of various valley interests, the Governor did issue a letter stating, without any financial commitment, that interstate status should be investigated. Caltrans in

consultation with the Federal Highways Administration determined that pursuing interstate status was not feasible at this time, but will re-evaluate in the future.

San Joaquin Valley Interregional Goods Movement Plan

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

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

San Joaquin Valley Goods Movement Sustainable Implementation Plan

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

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

San Joaquin Valley I-5 Goods Movement Plan

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

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

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

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

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

Origin/Destination and Fiscal Impact Study

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

Data collected for Phase One of the Fresno-Madera Origin/Destination study will be used to calibrate the MCTC traffic model more accurately along key goods movement corridors during the ongoing update of the traffic model during FY 2019/20 detailed in WORK ELEMENT 113.

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

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

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

State Route 99 Corridor Plan

The purpose of the SR 99 Corridor Plan is to identify the boundaries of the corridor and present a District-wide unified vision for the corridor. The Corridor Plan will identify projects and strategies with associated performance measures that position the District and partner agencies to compete for funding through different programs. MCTC staff will continue to participate with District 6 and San Joaquin Valley MPO partners to assist in the development of the State Route 99 Corridor Plan.

California Inland Port Feasibility Analysis – Phase III

In 2019, the Central Valley Community Foundation along with the San Joaquin Valley Air Pollution Control District, The Ports of Long Beach and Los Angeles, all eight counties of the San Joaquin Valley, and other partners initiated a California Inland Port Feasibility Analysis. The purpose of the study was to assess the viability of establishing a rail-served inland port project in California. The study was conducted by Global Logistics Development Partners (GLDPartners), an investment advisory firm specializing in transportation and logistics investments.

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

Phase III of the California Inland Port Feasibility Analysis will include creating a California Inland Port Advisory Council; assessing market interest, support, and commitments among shippers; determining core project finance metrics; engage and work with the two Class One railroad companies; create functional transport centers that are models for clean energy transportation; develop associated economic competitiveness opportunities; and prepare a business plan for project implementation. MCTC has committed to provide a \$10,000 Planning Grant Match.

Task 1 Review local agency circulation elements including goals, policies, and objectives

- 1.1 Provide feedback and comments as necessary

Responsible Party: MCTC Staff

Task 2 Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies

2.1 Provide feedback and comments as necessary

Responsible Party: MCTC Staff

Task 3 Prepare staff analysis on various studies, plans and reports on the State Highways System as needed

3.1 Provide feedback and comments as necessary

Responsible Party: MCTC Staff

Task 4 Participate where applicable with Phase III of the San Joaquin Valley Inland Port Feasibility Analysis

4.1 Participate in analysis Advisory Council

4.2 Provide feedback and comments on the development of the analysis

Responsible Party: MCTC Staff

Task 5 Participate and provide technical support for the SR 99 Corridor Plan

5.1 Participate in plan oversight committee

5.2 Provide feedback and comments on the development of the plan

Responsible Party: MCTC Staff

Previous Work

1. Provided technical support and participated in the Fresno-Madera County Freeway Interchange Deficiency Study – Phase I & II.
2. San Joaquin Valley Goods Movement Action Plan.
3. Participation in Goods Movement Study.
4. San Joaquin River Regional Transportation Study.
5. Participation on VTA sponsored SR 152 Trade Corridor Study.
6. Participation in SR 99 and SR 41 Congestion Management Plans.
7. Participation in the San Joaquin Valley Interregional Goods Movement Plan.
8. Study of Short-Haul Intermodal Facilities in the San Joaquin Valley.
9. Origin/Destination with Fiscal Impact Study

Product

1. Staff reports on various corridor and project level traffic studies, including SR 41 High Emphasis Focus Route, SR 49 designation, and SR 99.
2. Study of San Joaquin Valley Interregional Goods Movement Plan, San Joaquin Valley Goods Movement Sustainable Implementation Plan, and the San Joaquin Valley I-5/SR 99 Goods Movement Corridor Study.
3. Data pertinent to accurate modeling of travel data on goods movement corridors.

-
4. Participate in the development of Phase III of the San Joaquin Valley Inland Port Feasibility Study
 5. Participate with the development of the SR 99 Corridor Plan.

Tasks

Task	Task Description	Start Date	End Date	% of Work
120.1	Review local agency circulation elements including goals, policies, and objectives	Jul 2021	Jun 2022	10%
120.2	Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies	Jul 2021	Jun 2022	10%
120.3	Prepare staff analysis on various studies, plans, and reports on the State Highways System as needed	July 2021	Jun 2022	10%
120.4	Participate where applicable with Phase III of the San Joaquin Valley Inland Port Feasibility Study	Jul 2021	Jun 2022	50%
120.5	Participate and provide technical support for the SR 99 Corridor Plan	July 2021	Jun 2022	20%
				100%

FTE: .16

120 Goods Movement and Highways Planning

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	10,000	Planning Grant Match	10,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	5,596	Direct Wages/Benefits plus Indirect:	48,792
MCTA			
FHWA-PL	43,196		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	48,792		
Total:	58,792	Total:	58,792

WORK ELEMENT: 122 PROJECT COORDINATION AND FINANCIAL PROGRAMMING

Objective

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

Discussion

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

It is anticipated that projects will be advanced by local agencies from the priority list of projects in the Regional Transportation Plan. These projects must have a completed Project Study Report, prepared by the implementing agency (City of Chowchilla, City of Madera, and County of Madera), prior to proceeding to programming. Once programmed, there are various applications for funds which must be processed as well as requirements for the timely use of funds. State/Federal requirements change in response to new legislative initiatives such as MAP-21, FAST Act and Senate Bill 45, and as guidelines are developed and modified to respond. Rather than have each MCTC member agency try to keep current with all requirements, this work element provides a staff resource to be utilized by each agency with emphasis on those activities related to responding to State/Federal agency requirements.

Task 1 Federal/State Project Programming and Delivery Requirements

- 1.1 Review and maintain Federal/State programming and delivery requirements.

Responsible Party: MCTC Staff

Task 2 Work with Local Agencies on Federal/State Project Programming and Delivery Requirements

- 2.1 Provide staff time dedicated to keeping current with all State/Federal regulations affecting project delivery and working with local agencies to ensure that project planning

and programming work activities are responsive to these requirements, are timely, and are processed correctly.

Responsible Party: MCTC Staff

Task 3 Prioritize Projects in FTIP and RTP

3.1 Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis.

Responsible Party: MCTC Staff

Task 4 Evaluate State Funding Programs for Applicability and Implementation

4.1 Evaluate Strategic Growth Council's Affordable Housing and Sustainable Communities Program and other State funding programs for applicability and implementation in Madera County.

Responsible Party: MCTC Staff

Previous Work

1. Madera County 2018 Regional Transportation Plan.
2. Madera County 2018, 2020 Regional Transportation Improvement Programs.
3. Planning, Programming, and Monitoring of STIP projects.

Product

1. Project transportation planning and programming support services.
2. Prioritization and financial cash flow analysis.

Tasks

Task	Task Description	Start Date	End Date	% of Work
122.1	Federal/State Project Programming and Delivery Requirements	Jul 2021	Jun 2022	20%
122.2	Work with Local Agencies on Federal/State Project Programming and Delivery Requirements	Jul 2021	Jun 2022	30%
122.3	Prioritize Projects in FTIP and RTP	Jul 2021	Jun 2022	45%
122.4	Evaluate State Funding Programs for Applicability and Implementation	Jul 2021	Jun 2022	5%
				100%

FTE: .15

122 Project Coordination and Financial Programming

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	38,829
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM	38,829		
Other			
Subtotal	38,829		
Total:	38,829	Total:	38,829

WORK ELEMENT: 140 OTHER MODAL ELEMENTS

Objective

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process for the non-motorized, aviation, and rail modes consistent with the principles of livable communities.

Discussion

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

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

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

The Bicycle and Pedestrian Facilities Plan was replaced by the 2018 Madera County Regional Active Transportation Plan (ATP) prepared by MCTC in consultation with Caltrans, local agencies, community groups and members of the public, which includes an audit of the bicycle and pedestrian networks, safety assessments, recommendations, and public outreach. The MCTC ATP lays the groundwork for an ongoing active transportation program to be utilized in all Madera County jurisdictions. MCTC will continue to encourage member agencies to implement active transportation projects and seek out grant funding opportunities that reduce GHG, VMT and achieve the goals of the sustainable communities strategies.

A Complete Streets Policy Guide was adopted by MCTC in 2018, in conjunction with the MCTC ATP, to assist local jurisdictions with the adoption of their own Complete Streets Policy. Complete Streets policies ensure a connected network of streets that are accessible to all users which can encourage mode shift no non-motorized transportation that will support the goals and objectives of the Active Transportation Plan and the Sustainable Communities Strategy. MCTC will continue to encourage member agencies to implement complete streets policies, active transportation projects and seek out grant funding opportunities that reduce GHG, VMT and achieve the goals of the sustainable communities strategies.

MCTC partnered with the City of Madera and the Technology Transfer Program at University of California, Berkeley's Institute of Transportation Studies in 2015 to conduct a Pedestrian Safety Assessment at various locations within the City of Madera.

Caltrans District 6 is currently working with the Headquarters Smart Mobility and Active Transportation Branch in developing the California Active Transportation Plan (CAT). Each District will be required to develop a CAT plan. District 6 is in the preliminary stages of developing communication with internal District 6 functional units such as Traffic Operations, Design, Public Information Office, and Asset Management. Stakeholder engagement will be conducted throughout the development of the plan using map-based survey tools. There will be a specific focus on engagement with disadvantaged communities. Planning will develop contextual guidance for selecting bike/pedestrian facilities needed for SHOPP Project Initiation Report documents.

Caltrans District 6 is updating the Bicycle Guide for Complete Streets Elements 2015. The Bicycle Plan and Complete Streets Facilities for Caltrans District 6 (2019) has been completed. Towards an Active California State Bicycle & Pedestrian Plan was completed in 2017. MCTC will continue to coordinate local bicycle and pedestrian planning with Caltrans District 6.

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

ITS architecture maintenance team to further develop and strengthen a regional architecture consistent with the Federal Highway Administration ITS Architecture and Standards Final Rule. An ITS Architecture Maintenance Plan was formally adopted in July 2005. Other ITS projects include the deployment of a San Joaquin Valley 511 traveler information system in participation with a working group of Valley MPOs (included in WE 151). The existing San Joaquin Valley ITS Infrastructure Plan will be amended into the current RTP/SCS plan and added to future RTP/SCS plans until a new ITS plan is developed.

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

MCTC staff will monitor the development of the California High-Speed Train. With the passage of Proposition 1A in November 2008, the High-Speed Train project was given an infusion of \$9.95 billion in bond funding. The California High-Speed Rail Authority has divided the proposed system into several segments for the purpose of Project-level Preliminary Engineering Design and Environmental analysis. Since Madera County sits on the "wye-connection" between three of these segments (San Jose-Merced, Merced-Fresno, and Fresno-Bakersfield), MCTC staff will attend meetings and engage in other forms of stakeholder outreach to ensure that the County is

fully represented at every step of the process. The 2012 CHSRA Business Plan funds the construction of the first phase of the segment through Madera and Fresno counties with the sale of Prop 1A bonds to match Federal CHSRA grant funds beginning in 2014. The 2018 RTP/SCS addresses local connectivity to the Merced and Fresno stations focusing on Amtrak along the SR 99 corridor and BRT along the SR 41 corridor into Fresno.

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

In 2020 the San Joaquin Joint Powers Authority Board Certified an Initial Study/Mitigated Negative Declaration for a project to relocate the Madera Amtrak station to Avenue 12 in Madera County. The construction relocation and opening of the station is expected to occur within the next four years. MCTC staff will continue to work with partners to plan for the operations of the Amtrak station at the new location.

Task 1 Review Planning issues related to bicycle and pedestrian facilities, aviation systems planning, and rail

1.1 Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems. Continue to encourage member agencies to implement active transportation projects that reduce GHG, VMT and achieve the goals of the sustainable communities strategies.

1.2 Incorporate findings into the RTP/SCS where applicable

Responsible Party: MCTC Staff

Task 2 Provide staff analysis of available funding resources for non-motorized, aviation, and rail planning projects

2.1 Analyze and share information for new and existing resources able to support the regions multi-modal systems. Continue to encourage member agencies to seek all available funding sources to implement active transportation projects to reduce GHG, VMT and achieve the goals of the sustainable communities strategies.

Responsible Party: MCTC Staff

Task 3 Participate in meetings/workshops related to ITS, rail, aviation, bicycle and pedestrian facilities, and other modal elements

3.1 Participate in meeting and workshops hosted by local, regional, state, and Federal partners related to multi-modal transportation. Continue to encourage member agencies to implement active transportation projects that reduce GHG, VMT and achieve the goals of the sustainable communities strategies.

Responsible Party: MCTC Staff

Task 4 Represent the Madera Region on the San Joaquin Valley Rail Committee

4.1 Attend and participate in San Joaquin Valley Rail Committee Meetings

Responsible Party: MCTC Staff

Task 5 Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments

5.1 Collect any important data and information related to maintaining or updating the Active Transportation Plan

5.2 Update the ATP webpage as needed

Responsible Party: MCTC Staff

Previous Work

1. Monitored rail development plans for Multimodal facility in Madera and relocation of Amtrak station.
2. Updated information on bicycle and pedestrian facilities and rail planning for inclusion in the 2014, and 2018 RTPs.
3. San Joaquin Valley ITS Strategic Deployment Plan.
4. Member of the Madera County High Speed Rail Technical Working Group.
5. Incorporated livability/sustainability PEA principles in RTP development.
6. Conducted Pedestrian Safety Assessment with City of Madera.
7. Adopted the Madera County Regional Active Transportation Plan in 2018.
8. Adopted the Complete Streets Policy Guide in 2018.
9. Interactive ATP webpage released.

Product

1. Updated information on bicycle and pedestrian facilities, aviation systems planning (planning only) and rail planning for inclusion in the updates of the RTP.
2. Staff reports on non-motorized, aviation, and rail issues.
3. Updates to the ITS Architecture Maintenance Plan, if needed.
4. Minutes from the Central Valley Rail Working Group and San Joaquin Valley Rail Committee meetings.

Tasks

Task	Task Description	Start Date	End Date	% of Work
140.1	Review Planning issues related to bicycle and pedestrian facilities, aviation systems planning, and rail	Jul 2021	Jun 2022	15%

140.2	Provide staff analysis of available funding resources for non-motorized, aviation, and rail planning projects	Jul 2021	Jun 2022	20%
140.3	Participate in meetings/workshops related to ITS, rail, aviation, bicycle and pedestrian facilities, and other modal elements, monthly	Jul 2021	Jun 2022	20%
140.4	Represent the Madera Region on the San Joaquin Valley Rail Committee, quarterly	Jul 2021	Jun 2022	10%
140.5	Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments, maintain ATP webpage	Jul 2021	Jun 2022	35%
				100%

FTE: .44

140 Other Modal Elements

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	14,353	Direct Wages/Benefits plus Indirect:	125,134
MCTA			
FHWA-PL	110,781		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	125,134		
Total:	125,134	Total:	125,134

WORK ELEMENT: 150 PUBLIC PARTICIPATION PROGRAM

Objective

To develop and maintain an ongoing program with assistance from the public to provide effective public participation in development of MCTC's plans, programs, and decision-making process, consistent with Federal transportation legislation requirements. MCTC Staff will provide public with information on activities, meetings, planning documents and reports, and to seek input from the public on MCTC's planning activities and will utilize a consultant where necessary. Special emphasis is placed on public participation from environmental justice communities.

Discussion

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

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

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

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

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

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

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

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

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

Executive Order 13166 states that people who speak limited English should have meaningful access to federally conducted and federally funded programs and activities. It requires that all

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

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

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

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

In 2020, MCTC enhanced its public outreach process due to the COVID-19 pandemic to ensure the continued involvement of the public in the planning processes in the Madera region. Meetings through electronic video and teleconference are hosted for the Technical Advisory Committee, Measure T Citizens' Oversight Committee, Social Services Transportation Advisory Committee, and the MCTC Policy Board. Electronic meetings are more accessible for most individuals and online material is available at the public's convenience on the MCTC website. MCTC also continues to reach out to the public through social media and the MCTC website.

Task 1 MCTC Public Participation Plan Amendment

- 1.1 Amend as necessary the MCTC Public Participation Plan to comply with Federal and State requirements.

Responsible Party: MCTC Staff

Task 2 Provide Spanish Language Translations

- 2.1 Provide Spanish language translations.

Responsible Party: MCTC Staff, Consultant

Task 3 Tribal Government Consultation

3.1 MCTC Staff will continue to Coordinate, Consult, Collaborate with tribal governments.

Responsible Party: MCTC Staff

Task 4 Continued Consultation Policy

4.1 Continued MCTC Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments.

Responsible Party: MCTC Staff

Task 5 Bicycle and Pedestrian Programs

5.1 Continue to encourage bicycle and pedestrian safety education programs and to seek funding for projects that will reduce GHG, VMT and assist with meeting the sustainable communities strategies.

Responsible Party: MCTC Staff

Task 6 Electronic Video, Teleconference, Website and Social Media

6.1 Continue electronic video and teleconference meetings

6.2 Maintain and improve website and social media to keep public informed about MCTC activities, public hearings, workshops, and meetings.

Responsible Party: MCTC Staff

Task 7 Review CalEPA’s EnviroScreen 3.0 and Other Analysis Tools

7.1 Review CalEPA’s EnviroScreenVersion 3.0 and other relevant analysis tools as they relate to identifying disadvantaged communities, where they are concentrated and how the transportation planning process may impact these communities

Responsible Party: MCTC Staff

Task 8 Madera Community College Collaboration

8.1 Collaborate with the Madera Community College Center to engage student community in outreach and education activities

Responsible Party: MCTC Staff

[Previous Work](#)

1. Document tribal government to government relations.
2. 2016, 2021 Policy for Government to Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments
3. San Joaquin Valley Blueprint – Vision and Values and Locally Preferred Scenario workshops.
4. Participation in the Central Valley Environmental Justice Project.
5. Conducted extensive outreach efforts with environmental justice communities as part of

the 2018 RTP and Unmet Transit Needs.

6. Title VI Analysis for the 2018 RTP.
7. 2015, 2015, 2021 Title VI Plan and Limited English Proficiency Plan.
8. 2020 MCTC Public Participation Plan.
9. MCTC Social Media Policy.
10. Conducted electronic video and teleconference meetings during COVID-19 pandemic.

Product

1. Document tribal government to government public participation.
2. Title VI Compliance and updates, as necessary.
3. Conduct extensive outreach efforts with environmental justice communities as part of the 2021 Unmet Transit Needs.
4. Maintain and improve MCTC website and social media pages.
5. Conduct electronic video and teleconference meetings.

Tasks

Task	Task Description	Start Date	End Date	% of Work
150.1	MCTC Public Participation Plan Amendment	Jul 2021	Jun 2022 or as needed	15%
150.2	Provide Spanish Language Translations	Jul 2021	Jun 2022 as needed	15%
150.3	Tribal Government Consultation	Jul 2021	Jun 2022 as needed	15%
150.4	Continued Consultation Policy	Jul 2021	Jun 2022 as needed	10%
150.5	Bicycle and Pedestrian Programs	Jan 2022	Jun 2022	10%
150.6	Video Teleconference, Website and Social Media	Jul 2021	Jun 2022 as needed	15%
150.7	Review CalEPA’s Enviroscreen 3.0 and Other Analysis Tools	Jul 2021	Dec 2021	15%
150.8	Madera Community College Collaboration	Jan 2022	Jun 2022	5%
				100%

FTE.11

150 Public Participation Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	3,097	Public Notices	5,000
MCTA		Translation Services	2,000
FHWA-PL	23,903	SJV Website	100
FTA-Section 5303		Outreach (Consultant)	19,900
STIP - PPM			
Other			
Subtotal	27,000	Subtotal	27,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	2,888	Direct Wages/Benefits plus Indirect:	25,1811
MCTA			
FHWA-PL	22.293		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	25,181		
Total:	25,1811	Total:	25,181

WORK ELEMENT: 150.1 PUBLIC OUTREACH COORDINATION AND IMPLEMENTATION

Objective

The effectiveness of regional transportation planning and programming is contingent upon meaningful awareness and inclusive involvement of interested persons. A clear understanding of transportation options, issues and constraints helps induce participation to better identify projects and policies able to address community needs. A focused public involvement process to facilitate comprehensive and coordinated planning efforts will ensure effective broad-based participation in the development and review of regional plans and programs.

Discussion

The MCTC staff will work with a consultant in developing new outreach strategies for to update existing outreach guidelines, and implement focused outreach activities and strategies for long-range regional transportation planning and programming efforts. The role of the selected contractor(s) will be to work with MCTC on several key areas of the comprehensive outreach process.

MCTC Public Participation Plan Update

The MCTC Public Participation Plan is a ground-up guide for how MCTC communicates and facilitates outreach in the region. MCTC staff will work with a consultant to develop updates for the plan to be adopted by the MCTC Policy Board.

The plan details MCTC's goals, strategies, and processes for providing the public and stakeholders with opportunities to understand, follow, and actively participate in the regional planning process. MCTC will use this plan as a guideline for developing outreach strategies for various programs that have a public outreach component.

Updating the Public Participation Plan will give MCTC the chance to reflect on best practices and take into consideration the ways communication and information-sharing have changed since the COVID-19 pandemic. The consultant will review and suggest new ideas to make the plan and public outreach process more inclusive, more accessible to a general audience, and more adaptable in anticipation of evolving technologies and communication practices.

Focused Outreach - Madera County 2022 Regional Transportation Plan and Sustainable Communities Strategy

MCTC staff are currently in the early stages of development for the 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) scheduled for adoption in Summer of

2022. The RTP/SCS is the long-range planning vision for the Madera County region. The RTP/SCS outlines policies, strategies, and projects for advancing the region’s mobility, economy, and sustainability. The RTP/SCS will have a planning horizon year of 2046. A key requirement of developing the RTP/SCS is engagement with a variety of important participants including the public, community organization, public agencies, the business community, elected officials, and tribal governments.

MCTC staff will be aided by a consultant who will lead and manage the public education, awareness, and participation engagement for the RTP/SCS development. These activities include but are not limited to required statute for outreach in the development of the RTP/SCS (CGC Section 65080 - 65086.5).

A consultant will develop a look and feel or “brand” for all materials produced as part of the RTP/SCS. Developing these templates and materials early in the process will be key for creating a consistent, recognizable brand. The creation of branding will be developed in close coordination with MCTC staff to ensure compliance with universal design principles and accessibility requirements for physical and digital use.

A consultant will build and administrate a RTP/SCS webpage. The page will be developed within the host MCTC website framework or as otherwise identified as suitable by the consultant. The site will be an integral digital landing point for desktop or mobile users to access educational information about the RTP/SCS, find project updates, a schedule of upcoming events and information from past events, as well as a platform for visitors to participate in online surveys or to provide general feedback on the plan.

MCTC staff will work with a consultant to assemble and facilitate meetings for an RTP/SCS Steering Committee. The Steering Committee will be made of a diverse group of stakeholders within the County including local agencies, Caltrans, environmental justice representatives, private citizens, developers, and others. The Steering Committee will be presented information on the RTP/SCS development and be able to provide feedback and make suggestions for the plan’s direction and outreach strategies with the public or other interested and affected stakeholders.

A consultant will be responsible for coordinating an array of outreach activities and events including venues booking, creation of educational materials and presentations, designing interactive workshop feedback activities and surveys, documenting outreach events and tabulating, summarizing or processing results of various feedback activities during these engagements. Specific scenario visioning activity should be designed for these events. Workshops and/or events will be held in each incorporated city in Madera County and strategically in unincorporated communities of Madera County. Accommodations or specifically focused events will be targeted for non-English speaking communities/neighborhoods or other under-represented populations. Additional meetings will be coordinated as needed with focused groups or individuals from local institutions, health services, community-based organizations or

with other relevant stakeholders. The schedule of outreach activities for the RTP/SCS should revolve around key project development phases or milestones corroborated by MCTC staff focusing on introduction/education of the long-range planning process, development of the plan and scenarios and finalizing/presenting the plan and its anticipated impacts.

The RTP/SCS is a comprehensive planning document covering all applicable travel modes in the region as well as addressing the impacts of socio-economic change. As part of the RTP/SCS development, detailed surveying and innovative data collection and feedback mechanisms need to be designed and implemented to receive feedback applicable for the plans development as well as being of use for short-term planning efforts currently being undertaken by MCTC in support of the RTP/SCS. These should be focused on housing, public transit, active transportation, commuter rail, goods movement, alternative fuel travel and other topics as deemed necessary.

The outreach process will need to be flexible and is subject to change as needed to reflect and respond to the input received as MCTC moves through the steps of updating the RTP/SCS. MCTC staff will reduce redundancy when able to do so working in tandem with a consultant with expectations of flexibility and ability to collaborate with the RTP/SCS Environmental Impact Report consultant as well as any other consultants retained for other aspects of the RTP/SCS development when necessary, throughout plan development.

A consultant will create an RTP/SCS Outreach Summary Report near the end of the RTP/SCS development process. The outreach summary report will be incorporated as an appendix of the RTP/SCS and referenced in the final plan.

Fiscal Year 2020/21 Tasks

Task 1 – Project Initiation/Kickoff

- 1.1 Distribute Request for Proposals
- 1.2 Score proposals
- 1.3 Award contract
- 1.4 Establish procedures and protocols
- 1.5 Finalize project scope and schedule/management plan.
- 1.6 Establish key contact's network

Responsible Parties: MCTC Staff

Fiscal Year 2021/22 Tasks

Task 2 Public Participation Update

- 2.1 Review Public Participation Plan
- 2.2 Recommended plan updates
- 2.3 Prepare Draft Public Participation Plan
- 2.4 Finalize Public Participation Plan Update

Responsible Parties: MCTC Staff, Consultant

Task 3 Focused Long-range Planning Engagement Activities

- 3.1 Catalog of contacts by Stakeholder, Committee, CBO, organizations/clubs and all other identified participants (MCTC Staff, consultant)
- 3.2 Coordination of outreach activities/workshops/surveying both online and in person/hard copied where necessary (consultant)
- 3.3 Conducting information/education webinars and workshops (MCTC Staff, consultant)
- 3.4 RTP/SCS Outreach Summary Report as either chapter or appendix element of final document (consultant)
- 3.5 RTP/SCS branding/logo/graphics, part of site development timeline work (consultant)
- 3.6 Design RTP/SCS Information and Outreach Webpage (consultant)

Responsible Parties: MCTC Staff, Consultant

Previous Work

New Work Element

Product

1. Public Participation Plan Update
2. Transportation webinars and workshops
3. Transportation planning feedback surveys
4. Interactive feedback tools
5. Webpage for providing information and receiving feedback
6. RTP/SCS Outreach Summary Report

Tasks

Task	Task Description	Start Date	End Date	% of Work
150.1.1	Project Procurement Kickoff	May 2020	Jun 2020	5%
150.1.2	Public Participation Plan Update	July 2020	Sept 2020	15%
150.1.3	Focused Long-range Planning Engagement Activities	Jul 2021	Jun 2022	80% (sum of below)
	<i>Stakeholder Coordination</i>	Jul 2021	Aug 2021	10%

	<i>Outreach Activity Coordination</i>	Aug 2021	Oct 2021	15%
	<i>RTP/SCS Workshop and Webinars</i>	Sept 2021	Jan 2022	30%
	<i>RTP/SCS Outreach Summary Report</i>	Mar 2022	Apr 2022	15%
	<i>RTP/SCS Information and Feedback Website/branding</i>	Jul 2021	Aug 2021	10%
				100%

FTE.04

150.1 Public Outreach Coordination and Implementation

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	11,470	Consultant	100,000
MCTA			
FHWA-PL	88,530		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	100,000	Subtotal	100,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	904	Direct Wages/Benefits plus Indirect:	7,880
MCTA			
FHWA-PL	6,976		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	7,880		
Total:	107,880	Total:	107,880

WORK ELEMENT: 151 ALTERNATIVE TRANSPORTATION ACTIVITIES

Objective

To provide information to travelers about transportation services available within Madera County and to encourage the use of alternatives to single occupant commuting.

Discussion

MCTC's alternative transportation activities are designed to provide transportation related information to the community in order to promote safety, enhance the quality of life, and protect the environment. Many services and options are available within Madera County that offers alternatives to single occupancy commuting. As our community grows at a steady pace, the selection of transportation modes becomes increasingly important to the quality of life. Among other negative impacts, increased traffic congestion results in increased emissions, loss of productivity, and unpleasant driving conditions.

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

MCTC is a member of the California Vanpool Authority (CalVans) JPA. The expansion of Kings County's Agricultural Industries Transportation Services (AITS) vanpool program into neighboring counties and beyond emphasized the need for a representative entity that can oversee, adjust, and make improvements to the system. The CalVans JPA was created to fund, operate and otherwise manage public transportation projects and programs aimed at providing qualified agricultural workers with safe and affordable transportation between home and work. Though aimed at providing transportation for agricultural workers, the CalVans program supplies vans for students and employees of other businesses around the valley. CalVans operates as a Public Transit Agency.

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

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

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

In 2016 the California High Speed Rail Authority released its 2016 Business Plan. The plan calls for a transfer of riders from Amtrak and High Speed Rail to take place in Madera due to the proximity of the proposed High Speed Rail alignment and the existing alignment of the BNSF railroad Amtrak currently operates on. MCTC Staff is engaged with staff from Madera County, City of Madera, San Joaquin Joint Powers Authority and CHSRA in planning for an inclusive and effective transfer station between Amtrak and High Speed Rail in Madera. Staff will continue to work with its partners in this planning effort throughout the 2021-2022 fiscal year.

On April 26, 2018, California State Transportation Agency announced that the SJJPA and San Joaquin Valley Rail Committee applied for and was successful in being awarded \$500.5 million of Transit and Intercity Capital Program (TIRCP) funding to expand San Joaquins and ACE services. As part of this service, the Sacramento Subdivision will be upgraded between Sacramento and Stockton to allow for passenger rail service with up to six new stations along the corridor. Additionally, new layover facilities will be constructed in Natomas (in Sacramento) and Fresno, and two trainsets may be procured for the expanded service. Additional projects to be funded with these funds include additional parking, a new station in Oakley, and a relocated Madera Station. The application identifies \$26.7 million of the TIRCP award for the Madera Station relocation. MCTC staff will monitor and participate in activities related to the project as needed throughout 2021-2022.

The 2020 HSR Business Plan proposes to fully develop the San Joaquin Valley Segment between Bakersfield and Merced for early service, including understanding the opportunity for connections to the San Joaquins line of Amtrak and Altamont Corridor Express services. Staff will continue to work with its partners in this planning effort throughout the 2021-2022 fiscal year.

MCTC staff is working with a variety of partners on the development of off-model transportation tools. These tools can be utilized in many planning areas MCTC works within including ridesharing/vanpooling, alternative fuel inventory and access, transportation incentive programs, telecommuting and other traffic demand or control measure. These transportation

strategies are not traditionally able to be accounted for in MCTC's technical planning framework however the benefits from these transportation investments and strategies are important and should be conveyed as such in an array of MCTC plans including but not limited to the RTP/SCS, Regional ATP Plan and the Madera Region Short Range Transit Development Plan.

MCTC staff has created a transportation guide which contains information about all transit operators in Madera County including Madera Area Express (MAX), Dial-A-Ride (DAR), Chowchilla Area Transit Express (CATX), Madera County Connection (MCC), Eastern Madera County Escort Service, Eastern Madera County Senior Bus, Yosemite Area Regional Transportation System (YARTS), CalVans, and Amtrak in a way that allows users to see how those systems complement each other and can be used in combination to reach most destinations in Madera County and beyond. Staff will engage in public outreach activities that use the transportation guide to educate residents about all their transit options and encourage mode shift to transit. Staff will continue assessing the opportunity to make the transportation guide more accessible by providing a digital version online and supplying member agencies with the digital version as well as the print version.

Task 1 Rideshare Program

1.1 Represent rideshare program as required.

Responsible Party: MCTC Staff

Task 2 Rideshare Promotional Materials

2.1 Provide rideshare promotional materials as required.

Responsible Party: MCTC Staff

Task 3 Develop Promotional Materials

3.1 Develop/print promotional materials.

Responsible Party: MCTC Staff

Task 4 Maintain and update TDM activities on MCTC website

Responsible Party: MCTC Staff

Task 5 Community Outreach

5.1 Conduct community outreach activities as needed.

Responsible Party: MCTC Staff

Task 6 Participate in CalVans joint powers agency

Responsible Party: MCTC Staff

Task 7 Participate in San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee

7.1 Participate in activities related to the San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee, and other commuter rail subjects of interest to the Madera region as needed.

Responsible Party: MCTC Staff

Task 8 Coordination of Trip Reduction Programs

8.1 Coordinate with tribes and major employers on employer-based trip reduction programs for existing and future employment centers.

Responsible Party: MCTC Staff

Previous Work

1. Rideshare promotion activities.
2. Contacts with local agencies and Madera County employers.
3. Developed logo, newsletter, and website.
4. Assisted local agencies with the renewal/adoption of Transportation Control Measures according to the Air District's voluntary bump-up to Extreme non- attainment for Ozone.
5. Evaluated and strengthened MCTC Transportation Control Measures.
6. Participated in Phase 1 deployment of the San Joaquin Valley 511 traveler information system.
7. Madera County Transportation Guide - 2016.

Product

1. Maintain and update website and develop promotional materials.

Tasks

Task	Task Description	Start Date	End Date	% of Work
151.1	Rideshare Program	Jul 2021	Jun 2022	10%
151.2	Rideshare Promotional Materials	Jul 2021	Jun 2022	5%
151.3	Develop Promotional Materials	Jul 2021	Jun 2022	10%
151.4	Maintain and update TDM activities on MCTC website	Jul 2021	Jun 2022	10%
151.5	Community Outreach	Jul 2021	Jun 2022	10%
151.6	Participate in CalVans joint powers agency	As Required		10%

151.7	Participate in San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee	Jul 2021	Jun 2022	40%
151.8	Coordination of Trip Reduction Programs	Jul 2021	Jun 2022	5%
				100%

FTE: .22

151 Alternative Transportation Activities

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	63,910	Direct Wages/Benefits plus Indirect:	63,910
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	63,910		
Total:	63,910	Total:	63,910

WORK ELEMENT: 200 TRANSPORTATION DEVELOPMENT PROGRAM

Objective

To identify transportation improvements proposed for implementation within the four year time frame of the Federal Transportation Improvement Program (FTIP), and other associated documents and plans, in compliance with State and Federal requirements.

Discussion

State law and Federal regulations require regional transportation planning agencies to prepare transportation improvement programs (FTIPs). FTIPs are formulated at three levels: regional, State and Federal. In order for a transportation project to receive State or Federal funding or project approvals, the project must be advanced from an air quality conforming RTP and FTIP. The FTIP is a short-range, four year capital improvement program which is updated biennially to satisfy Federal requirements. Projects are advanced from the Regional FTIP to the Federal STIP by Caltrans following an air quality conformity finding by MCTC as the recognized Metropolitan Planning Organization (transportation planning agency). Work will begin on the 2023 FTIP in Fall 2021 and will be completed in Summer 2022.

State legislation (Senate Bill 45) restructured the STIP development process and places increased responsibility on local agencies for identifying and advancing projects for State Transportation Improvement Program (STIP) programming. Funding is now made available based on a 75%/25% county minimum and Caltrans split. The “local share” is apportioned to the county based upon the old “county minimums” formula. The “local share” is now programmed by MCTC pursuant to certain project eligibility requirements as identified in STIP guidelines. The MCTC also has the option to bid for projects in the 25% Caltrans share subject to specific conditions. The STIP has a five year programming period which is updated biennially by the region and approved by CTC. Each year involves considerable effort by staff to monitor developments related to the implementation of revised STIP requirements.

Under Federal transportation legislation, MCTC is responsible for Federal funding programs: Regional Surface Transportation Block Grant Program (RSTP); the Congestion Mitigation and Air Quality Program (CMAQ); and other Federal funding sources. Project funding decisions on these three sources are under the MCTC’s control within Federal program guidance. Appropriate prioritization and selection processes for the region was consistent with the requirements of Federal transportation legislation. MCTC is eligible to exchange its RSTP funds for State funds. Additionally, all three performance measures have been established for the 2021 FTIP.

Assembly Bill 1012 was enacted into law during February of 1999 in an effort to speed up the delivery of RSTP, and CMAQ. projects. The legislation establishes “Program Delivery Advisory” teams representing State, Regional and Local Transportation Officials. The team’s main goal is to assist in the expeditious delivery of transportation projects and to expedite the use of the large

cash balance in the State Highway Account. One of the main objectives of the project delivery teams was to seek ways in which to integrate environmental reviews more extensively into the transportation planning process. The Caltrans' Environmental Review team and local agencies are investigating ways in which to coordinate activities with resources and permit agencies; to establish increased use of environmental inventories to identify sensitive areas; and improve analytical tools to speed up deliver of projects.

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

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

MCTC staff provides continued project monitoring for federally funded projects and assists member agencies with programming projects. MCTC staff will continue to participate with California Financial Planning Group (CFPG) meetings to discuss programming issues statewide. MCTC staff will coordinate with the eight (including MCTC) San Joaquin Valley MPOs with Inter-Agency Consultation (IAC) partners and participate in conference calls as required. Staff will continue with meetings with member agencies and reports to the MCTC Board to help reduce or eliminate obligation delays and loss of funding on projects programmed in the FTIP. MCTC staff will provide oversight and will monitor federally funded projects for timely obligation, project expenditures, and final invoicing between Caltrans and member agencies. MCTC staff will assist member agencies with programming any federally funded project into the FTIP and procuring the authorization to proceed (E-76) from Caltrans District Local Assistance. As part of the monitoring process, an annual obligation plan is submitted to Caltrans to help ensure the obligation of funds has commenced to comply with the provisions of AB 1012 (timely use of funds). Staff conducts meetings as necessary with member agencies to discuss project progress, obligation status, and to provide assistance when needed.

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

Task 1 Review California Transportation Commission Fund Estimates and policies

1.1 Review State funding estimates and policy guidelines and updates.

Responsible Party: MCTC Staff

Task 2 Review Caltrans proposed IIP and solicit local agency input

2.1 Review State transportation planning and coordinate with local agencies.

Responsible Party: MCTC Staff

Task 3 Begin preparation of 2023 FTIP and Air Quality Conformity Documents and amend 2021 FTIP

3.1 Begin preparation of 2023 FTIP and Air Quality Conformity Analysis for the 2023 FTIP and 2022 RTP. Continue to amend the 2021 FTIP on an as needed basis.

Responsible Party: MCTC Staff

Task 4 Coordination of FTIP and RTP

5.1 Ongoing coordination of the 2021 FTIP and 2018 RTP.

Responsible Party: MCTC Staff

Task 5 Prepare, submit, and upload various CMAQ Reports

5.1 Prepare annual reports for the CMAQ Program and input to Federal database.

Responsible Party: MCTC Staff

Task 6 Prepare and submit AB 1012 Report

6.1 Prepare and submit annual AB 1012 Report to Caltrans Division of Local Assistance on status of CMAQ obligations for the Fiscal Year. Coordinate with local agencies.

Responsible Party: MCTC Staff

Task 7 Participate in Statewide CFPG and Program CTIPS

7.1 Participate in the California Federal Programmers Group and program the FTIP utilizing the Caltrans CTIPS database.

Responsible Party: MCTC Staff

Task 8 Prepare Annual Listing of Federal Projects

8.1 Prepare and post the Annual Listing of Federal Projects that obligated funds during the prior Federal fiscal year.

Responsible Party: MCTC Staff

Task 9 Begin preparation of the 2022 RTIP

10.1 Begin preparation of the 2022 Regional Transportation Improvement Program in conjunction with the 2022 Statewide Transportation Improvement Program.

Responsible Party: MCTC Staff

Task 10 CMAQ Call for Projects

11. 1 Conduct a CMAQ Call for Projects (if necessary) for the 2023 FTIP. Solicit and evaluate proposals from local agencies. Approve projects and amend into FTIP.

Responsible Party: MCTC Staff

Previous Work

1. Exchanged RSTP.
2. Programmed CMAQ funding consistent with adopted Expedited Project Selection Process (EPSP).
3. Coordinated FTIPs with RTIPs.
4. Provided updated information to member agencies concerning AB 1012 activities and new State requirements for the “timely use” of State and Federal funds.
5. Prepared “local” Obligation Plans for the CMAQ program to track regional obligation progress in meeting AB 1012 requirements.
6. Entered MOU with Caltrans to “Lump-Sum” the State Highway Operation and Protection Program (SHOPP) to help accelerate the delivery of State projects.
7. Adopted previous Madera County FTIPs and Air Quality Conformity Findings.
8. Various FTIP amendments.
9. Adopted RTIPs.
10. Annual Listing of Obligated Projects: 2002-2020.
11. Conducted a CMAQ Call for Projects in FY 19-20.
12. 2021 FTIP and Air Quality Conformity Analysis adopted in February 2021.

Product

1. 2023 FTIP.
2. 2022 RTIP.
3. Amendments to the 2021 FTIP and Air Quality Conformity Analysis.
4. Staff analysis of project funding available to Madera County.
5. Public Notices and Inter Agency Consultation.
6. RSTP appropriation process.
7. Project selection and implementation of CMAQ Program.
8. Local Obligation Plans for CMAQ per AB 1012 requirements.
9. Federal Annual Listing of Obligated Projects.
10. CMAQ Annual Obligation report.
11. Additional STIP revisions.
12. CMAQ Call for Projects in August 2021, if necessary.

Tasks

Task	Task Description	Start Date	End Date	% of Work
200.01	Review California Transportation Commission Fund Estimates and policies	Jul 2021	Jun 2022	2%
200.02	Review Caltrans proposed IIP and solicit local agency input	Jul 2021	Jun 2022 – as information becomes available	3%
200.03	Begin preparation of 2023 FTIP and Air Quality Conformity Documents and amend 2021 FTIP	Jul 2021	Jun 2022 - as needed/required through entire Fiscal Year, as requested by State and local agencies	60%
200.04	Coordination of FTIP and RTP	Jul 2021	Jun 2022 - as needed/required through entire Fiscal Year	5%
200.05	Prepare, submit, and upload various CMAQ Reports	4Q 2021	4Q 2021	10%
200.06	Prepare and submit AB 1012 Report	1Q 2022	1Q 2022	2%
200.07	Participate in Statewide CFPG and Program CTIPS	Jul 2021	Jun 2022 – through entire Fiscal Year	4%
200.08	Prepare Annual Listing of Federal Projects	4Q 2021	4Q 2021	3%
200.09	Begin preparation of the 2022 RTIP	July 2021	Dec 2021	5%
200.10	CMAQ Call for Projects	Aug 2021	Nov 2021	6%
				100%

FTE: .47

200 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		Direct Wages/Benefits plus Indirect:	152,830
MCTA			
FHWA-PL	135,300		
FTA-Section 5303			
HR 133 PPM	17,530		
STIP – PPM			
Other			
Subtotal	152,830		
Total:	152,830	Total:	152,830

WORK ELEMENT: 901 TRANSPORTATION FUNDS ADMINISTRATION**Objective**

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

Discussion

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

MCTC staff works closely with the Social Service Transportation Advisory Council (SSTAC) required by SB 498. The SSTAC will participate in the 2021-22 Unmet Transit Needs process by reviewing public testimony and submitting annual recommendations to the MCTC Policy Board regarding any unmet public transit needs in Madera County. If it is found that there are unmet transit needs which are reasonable to meet, TDA funding must be used to address those unmet needs before being released to local agencies for local streets and roads expenditures.

With the passage of Proposition 1B in November 2006, MCTC staff was tasked with the administration of the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). For the PTMISEA program MCTC is responsible for disbursement of funds to local agencies, and project tracking, including semi-annual reporting to Caltrans.

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

MCTC staff assists local agencies (including tribal governments) and attends relevant workshops in preparation of Sections 5307, 5310, 5311, and 5339 grant applications to fund purchases of new transit vehicles or provide operating funds pursuant to the guidelines.

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

Task 1 Apportionment and Allocation

- 1.1 Prepare finding of apportionment for LTF/STA and make allocations

Responsible Party: MCTC Staff

Task 2 Claims

- 2.1 Review and process LTF/STA claims.
- 2.2 Review for conformance with applicable TDA law, the RTP and SRTDP

Responsible Party: MCTC Staff

Task 3 LTF/STA Financial Reports

- 3.1 Prepare LTF/STA financial reports

Responsible Party: MCTC Staff

Task 4 SSTAC Meeting

- 4.1 Conduct meeting of the SSTAC

Responsible Party: MCTC Staff

Task 5 Unmet Transit Needs Hearing

- 5.1 Conduct Unmet Transit Needs Hearing

Responsible Party: MCTC Staff

Task 6 Unmet Needs Staff Report

- 6.1 Prepare Unmet Needs Staff Report

Responsible Party: MCTC Staff

Task 7 Financial Records

- 7.1 Maintain appropriate financial activity records

Responsible Party: MCTC Staff

Task 8 Fiscal Audits

- 8.1 Contract for appropriate fiscal audits

Responsible Party: MCTC Staff

Task 9 PTMISEA Administration

9.1 Administer Prop 1B transit program – PTMISEA

Responsible Party: MCTC Staff

Task 10 Development of Project Application Assistance

10.1 Assist local agencies in development of project applications for Section 5311, 5311 (f) Section 5310; Section 5304; Section 5307

Responsible Party: MCTC Staff

Task 11 LCTOP Administration

11.1 Administer LCTOP program

Responsible Party: MCTC Staff

Task 12 SGR Administration

12.1 Administer SGR program

Responsible Party: MCTC Staff

[Previous Work](#)

1. Records of LTF/STA apportionment, allocations, and claims.
2. LTF/STA fiscal and performance audits.
3. Social Services Transportation Advisory Council meetings.
4. Unmet Transit Needs Hearings.
5. 2017 Triennial Performance Audit
6. 2020 Triennial Performance Audit.
7. Prop 1B: PTMISEA administration.
8. LCTOP administration.
9. SB 1 State of Good Repair administration.

[Product](#)

1. LTF/STA finding of apportionment, allocations, and claims.
2. LTF/STA fiscal audits.
3. Project Lists and Reporting for related funding programs.
4. Social Services Transportation Advisory Council meetings as required.
5. Unmet Transit Needs Hearing and staff report.
6. Documentation of FY 2021-22 Unmet Needs Process.
7. Prop 1B: PTMISEA suballocation, application processing, tracking, and reporting.
8. LCTOP allocation, application processing, tracking, and reporting.
9. SGR suballocation, project list processing, tracking, and reporting.

Tasks

Task	Task Description	Start Date	End Date	% of Work
901.1	Apportionment and Allocation	May 2022		5%
901.2	Claims	Jul 2021	Jun 2022	20%
901.3	LTF/STA Financial Reports	Dec 2021	Dec 2021	20%
901.4	SSTAC Meeting	Mar 2022	May 2022	5%
901.5	Unmet Transit Needs Hearing	Apr 2022	Apr 2022	5%
901.6	Unmet Needs Staff Report	Apr 2022	Apr 2022	21%
901.7	Financial Records	Jul 2021	Jun 2022	5%
901.8	Fiscal Audits	Aug 2021		2%
901.9	PTMISEA Administration	Jul 2021	Jun 2022	5%
901.10	Project Application Assistance	Jul 2021	Jun 2022	2%
901.11	LCTOP Administration	Jul 2021	Jun 2022	5%
901.12	SGR Administration	Jul 2021	Jun 2022	5%
				100%

FTE: .45

901 Transportation Funds Administration

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	32,000	Audits	10,000
MCTA		Translation Services	2,000
FHWA-PL		Public Notices	1,000
FTA-Section 5303		Other Costs	19,000
STIP - PPM			
Other			
Subtotal	32,000	Subtotal	32,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	74,310	Direct Wages/Benefits plus Indirect:	74,310
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	74,310		
Total:	106,310	Total:	106,310

WORK ELEMENT: 902 OVERALL WORK PROGRAM

Objective

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

Discussion

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

Task 1 OWP Development

- 1.1 Initiate OWP development process
- 1.2 Review IPG and State OWP Guidelines

Responsible Party: MCTC Staff

Task 2 Project Identification

- 2.1 Identify local project needs through public input

Responsible Party: MCTC Staff

Task 3 Circulation

- 3.1 Develop and circulate Draft OWP and Budget for public and agency review

Responsible Party: MCTC Staff

Task 4 Adoption

- 4.1 Complete OWP
- 4.2 Adopt OWP with compliance certifications and process agreement

Responsible Party: MCTC Staff

Task 5 Reporting

- 5.1 Complete Quarterly Reports

Responsible Party: MCTC Staff

Previous Work

MCTC Overall Work Program and Budget.

 Product

1. 2022-23 MCTC Overall Work Program and Budget.
2. Quarterly Reports.

Tasks

Task	Task Description	Start Date	End Date	% of Work
902.1	OWP Development	Nov 2021	Feb 2022	35%
902.2	Project Identification	Oct 2021	Feb 2022	15%
902.3	Circulation	Feb 2022	Mar 2022	15%
902.4	Adoption		Apr 20, 2022	5%
902.5	Reporting	Quarterly Jul 2021	Jun 2022	30%
				100%

FTE: .16

902 Overall Work Program & Budget

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	14,836	Direct Wages/Benefits plus Indirect:	31,932
MCTA			
FHWA-PL	17,096		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	31,932		
Total:	31,932	Total:	31,932

WORK ELEMENT: 905 PROJECT PRIORITIZATION STUDY

Objective

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

Discussion

The goals of the Project Prioritization Study are to identify and prioritize transportation projects that best help the region meet its various goals related to Greenhouse Gas (SB375) reduction, reducing vehicle mile traveled (SB743), better accommodating diverse modal choice, increasing traffic safety, supporting economic vitality, and decreasing adverse health effects related to travel throughout the Madera Region. The overall process will be one that continues to advance MCTC's overarching goal of further promoting social equity in transportation project delivery.

MCTC previously completed a Project Prioritization Study in 2005. The previous study established the foundation upon which project listings were utilized for various subsequent planning documents and activities including the Regional Transportation Plan, Federal Transportation Improvement Program, and the Measure "T" Investment Plan. The new study will be conducted in three phases with oversight from an MCTC staff project manager and a committee of local agency representative stakeholders. MCTC will retain professional consultant services to assist in the study development. The procurement of said activities will take place in the Winter of 2019-20. Project kickoff and coordination will occur following the retaining of consultant services.

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

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

The results of the prioritization will be presented to stakeholders and implemented into the regional planning process. The final phase will focus on application of the prioritized projects

towards planning activities and analysis performed in the development or updates of the RTP/SCS, FTIP, ATP, Measure "T" Program extension, traffic model network revisions, and other pertinent planning exercises including activities overseen by local agency partners. MCTC will evaluate the need for future updates of this study after completion. Activities for phase three will take place in late fall of 2020.

The study will be funded with FY 19-20 and FY 20-21 SB 1 Sustainable Communities Planning Formula Grants. The study will be finalized in the Fall of 2021.

905.1 Project Prioritization Study Phase 1

PHASE 1: (FY 2019-20 FUNDING)

1. Project Kickoff

Task 1.1 Project Kick-Off Meeting with Caltrans

- MCTC will hold a meeting with the consultant to develop or refine project scope, schedule, and reporting procedures as necessary.
- Meeting summary will be documented.
- **Responsible Party:** MCTC, Consultant

Task 1.2 Project Oversight Committee

- Identify members for Project Oversight Committee.
- Committee to be comprised of agency staff responsible for project oversight and delivery or other relevant stakeholders.
- The committee will review project progression, methods and results and provide feedback on project tasks.
- Roster of committee members will be created.
- Stakeholder Advisory Committee meeting will be held after group is formed.
- Meeting summary will be documented.
- **Responsible Party:** MCTC, Consultant

Task	Deliverable
1.1	Meeting Notes
1.2	Stakeholder Advisory Committee Roster; Meeting Notes

2. Data Collection

Task 2.1 Collection of Existing Project Data

- Listing of existing project data from all available sources.
- A master project database will be created to house this information.

- **Responsible Party:** Consultant

Task 2.2 Develop Unidentified Project Data Identification Methodology

- Consultant will work with MCTC and Study Advisory Committee to develop appropriate project identification criteria using available resources to identify any new projects for inclusion in the study.
- A memorandum about the chosen methodology will be developed.
- **Responsible Party:** Consultant

Task 2.3 Establish Unidentified Project List/Data

- Consultant will utilize method established in Task 2.2 to identify new projects to be analyzed for the study.
- Newly identified projects will be added to the master project database.
- **Responsible Party:** Consultant

905.2 Project Prioritization Study Phase 2

PHASE 2: (FY 2020-21 FUNDING)

Task 2.4 Finalize Master Project Database

- Consultant will normalize all project data by mode.
- Meeting to review database with Study Advisory Committee.
- Meeting notes and final master database to be created.
- **Responsible Party:** MCTC, Consultant

Task	Deliverable
2.1	<i>Master Project Database – Existing Projects</i>
2.2	<i>Unidentified Project Identification Methodology Memorandum</i>
2.3	<i>Master Project Database – New Projects</i>
2.4	<i>Final Master Project Database, Meeting Notes</i>

PHASE 2: (FY 2020-21 Funding)

3. Prepare Draft Study Report

Task 3.1 Develop Prioritization Methodology

- Consultant shall consider an array of transportation goals at local, regional, state, and federal levels as they pertain to the study projects.
- Consultant will create an objective scoring process based around the effectiveness in meeting these goals.
- Workshop/webinar/comment solicitation for input into the prioritization methodology.

- A draft memorandum will be created with the proposed prioritization methodology.
- **Responsible Party:** Consultant

Task 3.2 Review Methodology with Study Oversight Committee

- A meeting will be held to review the proposed project methodology with the Advisory Stakeholder Committee.
- Changes will be made to the methodology as necessary
- Consultant will prepare a memorandum detailing the final project prioritization methodology.
- **Responsible Party:** MCTC, Consultant

Task 3.3 Prioritization of Projects

- Consultant will prioritize projects using agreed upon methodology.
- Project prioritization results will be listed into the master database.
- Development of Funding Recommendations and Matrix.
- **Responsible Party:** Consultant

Task 3.4 Prioritization Results Review

- Meeting will be held with the Study Oversight Committee to review prioritization results.
- Consultant shall prepare meeting notes.
- **Responsible Party:** MCTC, Consultant

Task	Deliverable
3.1	<i>Draft Memorandum of Project Prioritization Methodology</i>
3.2	<i>Memorandum of Project Prioritization Methodology</i>
3.3	<i>Project Database</i>
3.4	<i>Meeting Notes</i>

Task 4.3 Finalize Draft Study Report

Publish Draft Study Report.

PHASE 3: (FY 2020-21 FUNDING)

4. Prepare Draft Study Report

Task 4.1 Prepare Internal Draft Study Report

- Preparation of Draft Study Report Including the following elements:
 - Study Goals
 - Existing Projects
 - New Projects

- New Project Identification Methodology
- Analysis/Prioritization Factors
- Prioritization Methodology
- Prioritization Results
- Applicability of Study for local/regional planning activities
- **Responsible Party:** Consultant

Task 4.2 Study Oversight Committee Review

- Distribute Draft Study Report to Study Oversight Committee.
- Revise Draft Study Report as necessary.
- **Responsible Party:** Consultant

Task 4.3 Finalize Draft Study Report

- Prepare a finalized Draft of the Study Report for review
- Publish Draft Study Report for review in accessible formats online or made available in hard copy at MCTC offices.
- **Responsible Party:** MCTC, Consultant

Task	Deliverable
4.1	<i>Initial Draft Study Report</i>
4.2	<i>Finalized Draft Study Report</i>
4.3	<i>Draft Study Report, published for review</i>

5. Finalize Study Report

Task 5.1 Incorporate Comment Responses

- Review comments and respond as necessary.
- **Responsible Party:** MCTC, Consultant

Task 5.2 Prepare Study Report in Final Form

- Consultant shall make final revisions to the Draft Study Report.
- **Responsible Party:** Consultant

Task 5.3 Presentations/Meetings

- Consultant and MCTC staff will engage in meetings or presentations regarding the Draft and/or Final Study Report as needed.
- Notes or PowerPoints from the meetings will be provided.
- **Responsible Party:** MCTC, Consultant

Task 5.3 Approve and Publish Final Study Report

- Final Study Report approved by MCTC Board.

- Final Study Report published in accessible formats online or made available in hard copy at MCTC offices.
- **Responsible Party:** MCTC, Consultant

Task	Deliverable
5.1	<i>Responses to Comments received on the Draft Study Report</i>
5.2	<i>Quarterly Reports</i>
5.3	<i>Presentation/Meeting notes, handouts, powerpoints</i>
5.4	<i>Final Study Report approved and published</i>

Fiscal Management Tasks

Invoicing

- Submit complete invoice packages to Caltrans district staff based on milestone completion – at least quarterly, but no more frequently than monthly.
- **Responsible Party:** MCTC

Quarterly Reports

- Submit quarterly reports to Caltrans district staff providing a summary of project progress and grant/local match expenditures.
- **Responsible Party:** MCTC

Task	Deliverable
	<i>Invoice Packages</i>
	<i>Quarterly Reports</i>

Previous Work

- Master database of currently and not currently identified projects by mode subject to prioritization analysis

Product

- Master database of currently and not currently identified projects by mode subject to prioritization analysis
- Final Study Report.

Tasks Summary

Task	Task Description	Work Schedule	% of Work
905.1.1	Begin Phase 1 of Study – Project Initiation/Coordination Meeting	July 2020	5%
905.1.2	Obtain Available Data on Currently Identified Multi-modal projects	July – Oct 2020	15%
905.1.3	Develop Unidentified Project Data Identification Methodology	Oct – Nov 2020	15%
905.1.4	Complete Unidentified Project List/Data	Oct - Nov 2020	5%
905.2.1	Complete Study Task 2.4 – Data Collection	Sept 2020 – Apr 2021	5%
905.2.2	Complete Study Task 3 - Prioritization Activity	Feb - July 2021	15%
905.2.3	Complete Study Task 4 – Draft Study Report	July – Aug 2021	25%
905.2.4	Complete Study Task 5 – Final Study Report	Aug - Sept 2021	10%
905.2.5	Prepare Invoicing/quarterly reports	July 2020 - Sept 2021	5%
			100%

FTE: .02

905.1 Project Prioritization Study – Phase 1 (Completed)

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 19-20			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 19-20			
Subtotal			

Total:		Total:	
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905.2 Project Prioritization Study – Phase 2, 3

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	9,416	Consultant	82,096
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 20-21	72,680		
Subtotal	82,096	Subtotal	82,096
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	459	Direct Wages/Benefits:	4,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 20-21	3,541		
Subtotal	4,000		
Total:	86,096	Total:	86,096

WORK ELEMENT: 910 MCTA ADMINISTRATION

Objective

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

Discussion

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

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

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

Task 1 Conduct MCTA and TAC meetings

Responsible Party: MCTC Staff

Task 2 Prepare MCTA Budget

Responsible Party: MCTC Staff

Task 3 Maintain MCTA financial records

Responsible Party: MCTC Staff

Task 4 Review and process project claims

Responsible Party: MCTC Staff

Task 5 Prepare Annual Work Program

Responsible Party: MCTC Staff

Task 6 Administration of Citizens’ Oversight Committee

Responsible Party: MCTC Staff

Task 07 Conduct Fiscal Audit**Responsible Party:** MCTC Staff**Task 08 Planning, programming, and monitoring of Measure “T” projects****Responsible Party:** MCTC Staff**Task 09 Attend Conferences, including Focus on the Future****Responsible Party:** MCTC Staff**Previous Work**

1. Meetings of the Madera County Transportation Authority and Technical Advisory Committee.
2. Annual Fiscal Audits.
3. 2017 Strategic Plan.
4. MCTA Policies and Procedures.
5. Organization and administration of Citizens’ Oversight Committee.
6. Planning, Programming, and Monitoring of Measure “T” projects and develop financial analysis and cash flow analysis.

Product

1. Annual Fiscal Audits (approx. \$12,000).
2. Review and process project claims.
3. Prepare financial reports.
4. MCTA Operating Budget.
5. Annual Work Program.
6. Administration of Citizens’ Oversight Committee.
7. Planning, Programming and Monitoring of Measure “T” projects.
8. Financial assistance and cash flow analysis.
9. Publication of Measure T Annual Report.
10. 2021 Strategic Plan

Tasks

Task	Task Description	Start Date	End Date	% of Work
910.1	Conduct MCTA and TAC meetings.	Jul 2021	Jun 2022	5%
910.2	Prepare MCTA Budget.	May 22	May 22	5%

910.3	Maintain MCTA financial records.	Jul 2021	Jun 2022	20%
910.4	Review and process project claims.	Jul 2022	Jun 2022	5%
910.5	Prepare Annual Work Program.	Jun 2022	Jun 2022	20%
910.6	Administration of Citizens' Oversight Committee.	Jul 2021	Jun 2022	10%
910.7	Conduct Fiscal Audit.	Oct 2021	Oct 2021	10%
910.8	Planning, programming, and monitoring of Measure "T" projects.	Jul 2021	Jun 2022	10%
910.9	Attend Conferences, including Focus on the Future.	Nov 2021	Nov 2021	5%
910.10	Finalize 2021 Strategic Plan	Jul 2021	Dec 2021	10%
				100%

FTE: .32

910 MCTA Administration

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Financial Assistance, Audits, Annual Report	25,000
MCTA	531,500	Conf/Travel/Other Costs	56,500
FHWA-PL		Consultant	450,000
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	531,500	Subtotal	531,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	59,026
MCTA	59,026		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	59,026		
Total:	590,526	Total:	590,526

FY 2021-22 Overall Work Program

Funds Available by Revenue Source																	
	MCTC	Other	Total	MCTC LTF	Member Assessment	MCTA	STIP PPM	HR 133 STIP PPM	SJV REAP Housing	SB-1 Sustainable Communities	FHWA PL Carryover 19-20	FHWA PL Carryover 20-21	FTA 5303	FTA 5303 Carryover 19-20	FTA 5303 Carryover 20-21	Total	
Carryover Prior Years				177,277		4,167	0		170,441	76,221	257,659	76,349		29,014	3,731	794,859	
Current Year Allocation				246,713	105,000	586,359	78,000	43,774	125,000	165,032	650,832		59,506			2,060,216	
Carryover to Future Year				(47,298)	(13,000)											(60,298)	
Total Available Funds	1,243,252	1,551,525	2,794,777	376,692	92,000	590,526	78,000	43,774	295,441	241,253	650,832	257,659	76,349	59,506	29,014	3,731	2,794,777

Expenditures by Agency																			
12/17/2021 0:00	MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	Member Assessment	MCTA	STIP PPM	Federal Carryover Match - PPM	HR 133 STIP PPM	SJV REAP Housing	SB-1 Sustainable Communities	FHWA PL	FHWA PL Carryover 19-20	FHWA PL Carryover 20-21	FTA 5303	FTA 5303 Carryover 19-20	FTA 5303 Carryover 20-21	Total
100 Regional Transportation Plan	191,360	133,746	325,106	23,213	14,077			0					179,162	32,305	76,349				325,106
101 Performance Measures	26,536		26,536	0	0			3,044					23,492						26,536
102 Regional Housing Planning Program	52,732	242,709	295,441	0	0						295,441		0						295,441
110 Regional Planning Database	47,139		47,139	32,931				14,208					0						47,139
110.1 San Joaquin Household Travel Survey	4,920	27,081	32,001	0				5,757		26,244			0						32,001
111 Traffic Monitoring Program	6,270	7,500	13,770	0				1,579	0				12,191						13,770
112 Regional Transportation Modeling	72,640	54,500	127,140	0				8,332	6,251				64,308	48,249					127,140
113 Air Quality Transportation Planning	89,378	8,000	97,378	11,169	0			0					86,209						97,378
120 Goods Movement & Highways Planning	48,792	10,000	58,792	0	15,596			0					0	43,196					58,792
122 Project Coordination & Financial Programming	38,829		38,829	0				38,829					0						38,829
130 Public Transportation	104,203		104,203	7,710	4,242			0					0						104,203
140 Other Modal Elements	125,134		125,134	14,353				0					110,781						125,134
150 Public Participation Program	25,181	27,000	52,181	5,985	0			0					22,293	23,903					52,181
150.1 Public Outreach Coordination	7,880	100,000	107,880	12,374	0			0					0	95,506					107,880
151 Alternative Transportation Activities	63,910		63,910	63,910				0					0						63,910
200 Transportation Program Development	152,830		152,830	0				0		17,530			135,300						152,830
901 Transportation Funds Administration	74,310	32,000	106,310	106,310				0					0						106,310
902 Overall Work Program	31,932		31,932	14,836				0					17,096						31,932
905.2 Project Prioritization Study 20-21	4,000	82,096	86,096	9,875				0				76,221	0						86,096
906 Fresno-Madera Sustainable Corridor Study	0	16,379	16,379	0	1,879			0					0	14,500					16,379
907 Board Cost & Other Expenses	5,850	103,000	108,850	16,850		92,000		0					0						108,850
908 ZEV Readiness & Implementation Plan FY 21-22	10,400	176,014	186,414	21,382				0					165,032						186,414
910 MCTA Administration	59,026	531,500	590,526	0			590,526	0					0						590,526
Total Expenditures	1,243,252	1,551,525	2,794,777	340,898	35,794	92,000	590,526	71,749	6,251	43,774	295,441	241,253	650,832	257,659	76,349	59,506	29,014	3,731	2,794,777
				376,692				78,000					984,840			92,251			

Madera County Transportation Commission
2021-22 Amended Budget
17-Dec-21

	21-22 Budget	Amend #1	Amend #2	Amended Budget
Revenues				
FHWA PL	\$640,408	\$19,529	(\$9,105)	\$650,832
FHWA PL Carryover	\$410,350	(\$76,342)		\$334,008
FTA 5303	\$59,506			\$59,506
FTA 5303 Carryover	\$9,462	\$23,283		\$32,745
HR 133 PPM	\$43,774			\$43,774
STIP Carryover	\$0			\$0
STIP Planning	\$71,509	\$6,491		\$78,000
SB-1 Sustainable Communities 21-22	\$164,209	\$823		\$165,032
SB-1 Sustainable Communities 20-21	\$0	\$76,221		\$76,221
SB-1 Sustainable Communities 19-20	\$0			\$0
SB-1 Sustainable Communities 18-19	\$0			\$0
REAP Housing	\$162,000	\$133,441		\$295,441
TDA Carryover	\$114,697	\$39,397	(\$24,115)	\$129,979
TDA Administration	\$110,000			\$110,000
TDA Planning	\$136,713			\$136,713
Member Assessment Fees	\$31,000	\$61,000		\$92,000
MCTA Carryover	\$0	\$4,167		\$4,167
MCTA	\$405,518	\$185,357	(\$4,516)	\$586,359
Other	\$0			\$0
Total Revenues	\$2,359,146	\$473,367	(\$37,736)	\$2,794,777
Non-cash information				
Toll Credits (PL)	\$0			\$0
Toll Credits (5303)	\$0			\$0
Expenses				
Salaries & Benefits				
Salaries	\$705,565			\$705,565
ICMA 401(a)	\$104,484			\$104,484
FICA, Employer	\$42,200			\$42,200
Medicare	\$10,231			\$10,231
Worker's Compensation	\$5,186	(\$247)	(\$142)	\$4,797
Health	\$154,916	(\$12,349)	(\$712)	\$141,855
Unemployment Insurance	\$1,120			\$1,120
Subtotal Salaries & Benefits	\$1,023,702	(\$12,596)	(\$854)	\$1,010,252
	<i>Direct</i>	\$541,882		\$531,090
	<i>Indirect</i>	\$481,819		\$479,162
Indirect Costs				
Advertising/Publications	\$2,000			\$2,000
Auto & Cell Allowance	\$4,200			\$4,200
Computer Software	\$5,000	\$2,000		\$7,000
Conference/Training/Education	\$8,000			\$8,000
Equipment Leases	\$10,000			\$10,000
Bldg/Equip. Maint. & Repairs	\$4,000			\$4,000
Insurance	\$1,000			\$1,000
Janitorial Services	\$2,000			\$2,000
Legal Services	\$15,000	\$5,000		\$20,000
MCTC Audit	\$24,000	(\$2,000)		\$22,000
Membership Fees	\$4,000	(\$2,000)		\$2,000
Miscellaneous	\$4,000	\$2,000		\$6,000
Office Furniture	\$2,000			\$2,000
Office Supplies	\$6,000			\$6,000
Postage	\$1,000			\$1,000
Rent	\$73,000	(\$2,000)		\$71,000
Technology Related Equipment & Repairs	\$30,000	\$1,000		\$31,000
Telephone/Internet/Website	\$18,000	(\$4,000)		\$14,000
Travel Expenses	\$5,000	(\$1,000)		\$4,000
Utilities	\$8,000	\$1,000		\$9,000
Valley Coordination	\$6,800			\$6,800
Subtotal Indirect Costs	\$233,000	\$0	\$0	\$233,000
Other Direct Costs				
Air Quality (Consultant)	\$8,000			\$8,000
Board Costs and Other Costs	\$31,000			\$31,000
Consultant (SR 41 Corridor Study)	\$16,379			\$16,379
Consultant (SB-1 Planning Grant)	\$174,984	\$85,326	(\$2,200)	\$258,110
Consultant (Household Travel Survey)	\$27,081			\$27,081
Consultant (Public Outreach Coordination)	\$100,000			\$100,000
Consultant (Regional Housing Program)	\$154,000	\$133,391	(\$44,682)	\$242,709
Consultant (Socioeconomic Study)	\$0			\$0
Consultant (Measure Renewal)	\$300,000	\$150,000		\$450,000
Consultant (Lobbying&Intergovernmental)	\$0	\$72,000		\$72,000
MCTA Conference(s)/Travel	\$2,500			\$2,500
MCTA Fin Asst/Audits/Annual Report	\$25,000			\$25,000
MCTA Project Development	\$10,000	\$40,000		\$50,000
MCTC TDA Audits	\$13,000	(\$3,000)		\$10,000
MCTC TDA Other Admin Costs	\$15,000			\$15,000
Model Update	\$0			\$0
Other MCTA Costs	\$4,000			\$4,000
Planning Grant Match	\$0		\$10,000	\$10,000
Public Participation Program	\$30,000			\$30,000
RTP EIR	\$75,000	\$8,746		\$83,746
RTP/SCS Development	\$50,000			\$50,000
Technical/Modeling On-Call Services	\$50,000			\$50,000
Traffic Model & GIS Support	\$4,500			\$4,500
Traffic Monitoring Program	\$8,000	(\$500)		\$7,500
Translation Services	\$4,000			\$4,000
Triennial Performance Audits	\$0			\$0
Subtotal Other Direct Costs	\$1,102,444	\$485,963	(\$36,882)	\$1,551,525
Total Expenses	\$2,359,146	\$473,367	(\$37,736)	\$2,794,777
	\$0	\$0	\$0	\$0



STAFF REPORT
Board Meeting of December 22, 2021

AGENDA ITEM: 9-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 3

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 3

SUMMARY:

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTA Policy Board approve Resolution 21-1 Amendment No. 3, allowing for continued remote teleconferenced public meetings for all MCTA Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

FISCAL IMPACT:

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

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

In the matter of
**FINDING OF A PROCLAMATION OF A STATE
OF EMERGENCY BY THE GOVERNOR’S
ORDER DATED 3-4-20 PERSISTS, AND
AUTHORIZING REMOTE TELECONFERENCE
MEETINGS OF THE POLICY BOARD AND ITS
COMMITTEES OF THE MADERA COUNTY
TRANSPORTATION AUTHORITY FOR THE
PERIOD OF JANUARY 1-31, 2021, PURSUANT
TO BROWN ACT PROVISIONS**

Resolution No.: **21-1**
Amendment No. 3

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

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

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

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

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

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

WHEREAS, the Policy Board previously adopted Resolution 21-1 on September 30, 2021, finding that the requisite conditions exist for the Policy Board and its committees to conduct remote teleconference meetings without compliance with paragraph (3) of subdivision (b) of section 54953; and

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

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

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

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

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

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

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

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

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

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

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

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

The foregoing resolution was adopted this 22nd day of December 2021 by the following vote:

Commissioner Jose Rodriguez	_____
Commissioner Tom Wheeler	_____
Commissioner Waseem Ahmed	_____
Commissioner Brett Frazier	_____
Commissioner Cecelia Gallegos	_____
Commissioner Robert Poythress	_____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission