



Meeting of the
Madera County Transportation Commission
Policy Board Meeting

LOCATION

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

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

DATE

September 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 Cece 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

In accordance with Governor Newsom’s Executive Order N-08-21, the Madera County Transportation Commission (MCTC) Board Room will be closed, and the Policy Board Members and staff will be participating in this meeting via GoToWebinar. In the interest of maintaining appropriate social distancing measures, members of the public may participate in the meeting electronically and shall have the right to observe and offer public comment during the meeting.

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

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

<https://attendee.gotowebinar.com/register/998610962661120269>

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

You can also dial in using your phone

1 (914) 614-3429 or 1 (877) 568-4108 (Toll Free)

Access Code: 317-158-117

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

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to publiccomment@maderactc.org or by calling 559-675-0721 **no later than 10:00 am on 9/22/2021**. Comments will be shared with the Policy Board and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

AGENDA

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

INTERPRETING SERVICES

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

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

MEETING CONDUCT

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

RECORD OF THE MEETING

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

Agenda

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

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

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. **TRANSPORTATION CONSENT ITEMS**

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

4-A. 2021 Active Transportation Symposium

Enclosure: No

Action: Information and Discussion Only

4-B. 2023 Active Transportation Program Guideline Development Workshops

Enclosure: Yes

Action: Information and Discussion Only

4-C. Clean California Local Grant Program

Enclosure: Yes

Action: Information and Discussion Only

[4-D.](#) Caltrans FY 2022-23 Sustainable Transportation Planning Grants Application Guide and Call for Applications

Enclosure: Yes

Action: Information and Discussion Only

[4-E.](#) Correspondence to the California Department of Transportation confirming that Lifeline funding will not be used in future Congestion Mitigation Air Quality Program Call for Projects

Enclosure: Yes

Action: Information and Discussion Only

[4-F.](#) MCTC Comment Letter on the Caltrans Interregional Transportation Strategic Plan (ITSP)

Enclosure: Yes

Action: Information and Discussion Only

[4-G.](#) 2022 State Transportation Improvement Program (STIP) and 2022 Regional Transportation Improvement Program (RTIP) Update

Enclosure: Yes

Action: Information and Discussion Only

[4-H.](#) Unmet Transit Needs FY 2021-22 Analysis and Recommendations Report

Enclosure: Yes

Action: Approve Unmet Transit Needs FY 2021-22 Analysis and Recommendations Report

[4-I.](#) Social Services Transportation Advisory Council meeting of July 15, 2021

Enclosure: Yes

Action: Information and Discussion Only

[4-J.](#) San Joaquin Valley Regional Planning Agencies Policy Council Letter on Congressional Member Designated Projects.

Enclosure: Yes

Action: Information and Discussion Only

[4-K.](#) Request for Qualifications (RFQ) – On-call Agreements

Enclosure: No

Action: Authorize release of RFQ

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

5-A. September Valley Voice Trip, Washington D.C.

Enclosure: Yes

Action: Information and Discussion Only

5-B. State Legislative Update

Enclosure: Yes

Action: Information and Discussion Only

5-C. MCTC and MCTA Measure T Renewal Steering Committee Appointments

Enclosure: No

Action: Appoint Supervisor Poythress and Supervisor Frazier as co-chairs of the Measure T Renewal Steering Committee, and identify two alternates

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

Enclosure: No

Action: Information and Discussion Only

5-E. Draft 2020-21 MCTC Project Prioritization Study

Enclosure: Yes

Action: Circulate Draft 2020-21 MCTC Project Prioritization Study

5-F. Award Contract – Madera County Zero-Emission Vehicle Readiness and Implementation Plan

Enclosure: No

Action: Award contract to DKS Associates in an amount not to exceed \$186,000

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 – July 21, 2021

Enclosure: Yes

Action: Approve July 21, 2021, meeting minutes

7-B. Transportation Development Act (STA) – Apportionment, Resolution 21-08 Amendment No. 1

Enclosure: Yes

Action: Approve Resolution 21-08 Amendment No. 1

7-C. Billing Agreement for Administration of Valley-wide Lobbyist Contracts

Enclosure: Yes

Action: Approve Billing Agreement for Valley-wide Lobbyist Contracts

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

8-A. FY 2021-22 Overall Work Program & Budget – Amendment No. 1

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 1

8-B. Network Security Update

Enclosure: No

Action: Information and Discussion Only

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. Measure T Citizens’ Oversight Committee Annual Report

Enclosure: Yes

Action: Accept the Measure T Citizens’ Oversight Committee Annual Report

9-B. Self-Help Counties Coalition – 2021 Focus on the Future Conference

Enclosure: No

Action: Information and Discussion Only

9-C. MCTC and MCTA Measure T Renewal Streeting Committee Appointments

Enclosure: No

Action: Reaffirm Action Item #5-C, taken while sitting as the Transportation Policy Committee, appointing Supervisor Poythress and Supervisor Frazier as co-chairs of the Measure T Renewal Steering Committee, and identify two alternates

10. AUTHORITY – ACTION/DISCUSSION ITEMS

10-A. Baseline Voter Opinion Survey – Summary Report

Enclosure: Yes

Action: Accept the Baseline Voter Opinion Survey – Summary Report

10-B. Measure T FY 2021-22 Annual Work Program

Enclosure: Yes

Action: Approve the 2021-22 Measure “T” Annual Work Program and the disbursement of interest earned through June 30, 2021

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 September 22, 2021

AGENDA ITEM: 4-A

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

2021 Active Transportation Symposium

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The 2021 Active Transportation Symposium is a three-day, free, virtual event hosted by the Active Transportation Resource Center (ATRC). The goals of the Symposium are to bring together active transportation stakeholders, share information on relevant active transportation topics, and provide attendees with implementable solutions. The Symposium will be held October 26-28, 2021, from 8:30-12:30 pm. For more information visit the [Active Transportation Resource Center](#) website.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 4-B

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

2023 Active Transportation Program Guideline Development Workshops

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The California Transportation Commission's 2023 Active Transportation Program (ATP) guideline development workshops will commence in November 2021 and be held virtually until further notice. Registration information and workshop agenda/details will be posted in advance of each workshop on the [ATP website](#).

FISCAL IMPACT:

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



California Transportation Commission

SAVE THE DATE

2023 Active Transportation Program Guideline Development Workshops

Please mark your calendars for the upcoming California Transportation Commission guideline development workshops for the Active Transportation Program (ATP). Registration information and workshop agenda/details will be posted in advance of each workshop on the [ATP website](#). Until further notice, all workshops will be held via virtual meeting format. **All workshop dates are subject to change. Additional workshops may be scheduled in 2022.**

Kick-Off Workshop

Tuesday, November 9, 2021 9:30am – 12:30pm

Central Workshops

<i>Topic</i>	Date
Guidelines	Wednesday, November 17, 2021 1:00pm – 4:00pm
PSR Equivalent	Wednesday, December 1, 2021 1:00pm – 4:00pm
Guidelines	Wednesday, December 15, 2021 9:30am – 12:30pm
Guidelines	Tuesday, January 11, 2022 1:00pm – 4:00pm
Applications	Wednesday, January 19, 2022 9:30am – 12:30pm
Scoring Rubrics	Tuesday, February 8, 2022 1:00pm – 4:00pm
Optional Workshop	Wednesday, February 23, 2022 9:30am – 12:30pm

To schedule a virtual Branch Workshop or site visit, please contact Elika Changizi.

For more information, please contact:

Laurie Waters at Laurie.Waters@catc.ca.gov

Beverley Newman-Burckhard at Beverley.Newman-Burckhard@catc.ca.gov

Elika Changizi at Elika.Changizi@catc.ca.gov

Get the latest updates from the Commission on [Twitter](#) and [Facebook](#).



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 4-C

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Clean California Local Grant Program

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 a two-year program through which approximately \$296 million in funds will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to clean and enhance public spaces. Through the combination of adding beautification measures and art in public spaces along with the removal of litter and debris, this effort will enhance communities and improve spaces for walking and recreation.

Project Types

Eligible projects shall include, but not be limited to:

- Community litter abatement and beautification
- Community litter abatement events and/or educational program

Funding

The grant program guidelines are being developed with a framework that recognizes the diverse funding needs of potential applicants throughout the state.

- The local match component will range from 0% to 50% of the project costs
- Half of the overall program funds will benefit or be in underserved communities
- The maximum grant is \$5 million

Caltrans is developing program guidelines and will solicit input through stakeholder workshops.

For more information, please visit [Clean California](#).

FISCAL IMPACT:

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



CLEAN CALIFORNIA

LOCAL GRANT PROGRAM GUIDELINES WORKSHOPS

Stakeholders are invited to participate in two workshops to develop guidelines for the Clean California Local Grant Program.

The Clean California Local Grant Program will provide approximately \$296 million in funds to communities to beautify and improve streets and roads, tribal lands, parks, pathways and transit centers to restore pride in public spaces.

SEPTEMBER 1, 2021
8:30 AM - 12:30 PM

OCTOBER 7, 2021
8:30 AM - 12:30 PM

REGISTRATION INFORMATION COMING SOON!

[Click here to visit the website](#)
Join our mailing list [HERE](#)
Questions? CleanCA.LocalGrant@dot.ca.gov



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 4-D

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Caltrans FY 2022-23 Sustainable Transportation Planning Grants Application Guide and Call for Applications

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The California Department of Transportation (Caltrans) is pleased to release the Fiscal Year (FY) Sustainable Transportation Planning Grant Application Guide and call-for-applications. A total of \$34 million is available for transportation planning projects statewide. Grant applications are due **October 27, 2021, by 5 PM**. Caltrans will be conducting virtual grant application workshops in September 2021.

The Sustainable Transportation Planning Grant Program includes:

- **Sustainable Communities Grants** (\$29.5 million) to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.
- **Strategic Partnerships Grants** (\$4.5 million) to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies.

For more information visit [Caltrans Sustainable Transportation Planning Grants](#).

FISCAL IMPACT:

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



Caltrans Districts 6 & 9
in partnership with the
CA Office of Traffic Safety
Fiscal Year 22/23
Transportation Planning Grants
Virtual Workshop

Save the Date:
Wednesday, September 22, 2021
1:30 p.m. - 3:00 p.m.

Join from the meeting link:
[https://cadot.webex.com/cadot/j.php?](https://cadot.webex.com/cadot/j.php?MTID=ma6ab0e71f36a4f71175709decd16e28e)
[MTID=ma6ab0e71f36a4f71175709decd16e28e](https://cadot.webex.com/cadot/j.php?MTID=ma6ab0e71f36a4f71175709decd16e28e)

Office of Traffic Safety contact:

- Nichole Aston, Bureau Chief
Nichole.Aston@ots.ca.gov
(916) 824-5213
- **Office of Traffic Safety – Grant Programs Website:** <https://www.ots.ca.gov/grants/>

Caltrans District 6 Contacts:

- Lorena Mendibles, Senior Transportation Planner (Tulare & Kern Co.)
Lorena.Mendibles@dot.ca.gov
559) 840-6066
- David Padilla, Senior Transportation Planner (Madera, Fresno, & Kings Co.)
Dave.Padilla@dot.ca.gov
559) 905-9371

Caltrans District 9 Contacts:

- Mark Heckman, Transportation Planning Branch Supervisor (Eastern Kern Co.)
Mark.Heckman@dot.ca.gov
760) 874-8325

For information about the Caltrans Sustainable Transportation Planning Grants, visit our website, at: <https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants>.



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 4-E

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

Correspondence to the California Department of Transportation confirming that Lifeline funding will not be used in future Congestion Mitigation Air Quality Program Call for Projects

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The Federal Highways Administration (FHWA) determined that Lifeline funding in the Congestion Mitigation (CMAQ) Program is considered a suballocation. FHWA reviewed CMAQ Programs throughout the State as part of the 2021 State Federal Transportation Improvement Program process. Madera County Transportation Commission (MCTC) staff has prepared a letter to the California Department of Transportation (Caltrans) confirming that Lifeline funding will no longer be used in the CMAQ Program. MCTC member agencies were informed in 2019 that Lifeline funding was ending with the 2019 CMAQ Call for Projects.

FISCAL IMPACT:

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



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328
Website: www.maderactc.org

September 14, 2021

Mr. Muhaned Aljabiry
California Department of Transportation
Office of Federal Transportation and Data Management
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Lima Huy

Subject: Madera County Transportation Commission Congestion Mitigation Air Quality Program

This letter is to confirm that the Madera County Transportation Commission (MCTC) has no further plans to use Lifeline funding in the Congestion Mitigation Air Quality (CMAQ) Program. As previously discussed with Caltrans and local agency staffs, Lifeline funds will no longer be used after the 2019 CMAQ Call for Projects.

Per your request, The last 2019 CMAQ Call for Projects is attached to this email and may be found online at: [MCTC 2019 CMAQ Call for Projects](#).

If you have any questions regarding this document, please contact Jeff Findley at jeff@maderactc.org or (559) 675-0721.

Sincerely,

Patricia Taylor, Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 4-F

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC Comment Letter on the Caltrans Interregional Transportation Strategic Plan (ITSP)

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The Interregional Transportation Strategic Plan (ITSP) is a California Department of Transportation (Caltrans) planning document that provides guidance for the identification and prioritization of interregional transportation projects identified on the State's Interregional Transportation System. Caltrans prepared the first ITSP in 1998 in response to Senate Bill (SB) 45 passed in 1997, which altered the priorities and processes for programming and expenditure of State transportation funds. Those funding priorities have not changed; however, significant new statewide policies and goals have emerged since then. The ITSP is still required to fund improvements to the interregional transportation system and, specifically, to the 93 Interregional Road System (IRRS) routes and State-run intercity rail corridors. The ITSP remains the planning document that will be used in the identification and selection of projects for Interregional Transportation Improvement Program (ITIP) funding. Additional information about the ITSP Plan may be found on the [2021 ITSP Website](#) and the [ITSP Website](#).

The Madera County Transportation (MCTC) has requested the inclusion of State Route (SR) 41 through Madera County in the ITSP (see enclosed letter), as directed by the Policy Board on February 17, 2021. The 2020 Creek Fire demonstrates the need for safety improvements as the primary evacuation route for the foothill and mountainous areas of Eastern Madera County. SR 41 is also the southern access to Yosemite National Park. SR 41 is the primary arterial providing access to Yosemite National Park and the Eastern Madera County region.

FISCAL IMPACT:

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



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328
Website: www.maderactc.org

August 26, 2021

Toks Omishakin, Caltrans Director
1120 N Street
P.O. Box 942873
Sacramento, CA 95814

Subject: Interregional Transportation Strategic Plan

Dear Mr. Omishakin,

The Madera County Transportation Commission respectfully requests the inclusion of State Route 41 (SR 41) from the San Joaquin River to the entrance to Yosemite National Park in the 2021 Interregional Transportation Strategic Plan (ITSP) as a priority evacuation route for Eastern Madera County. SR 41 plays a vital role in climate resilience by providing an efficient evacuation route in response to devastating wildfires and other natural disasters. SR 41 is identified as an evacuation route in the Madera County Community Wildfire Protection Plan.

MCTC has requested the inclusion of State Route (SR) 41 through Madera County in the ITSP in previous years. This route is between Fresno and Yosemite National Park that serves as the main connector from Southern California and is the most heavily used entrance. This is a nationally designated site and routes accessing these locations should be considered part of the primary interregional road system. The highest annual number of vehicles entering Yosemite National Park through the southern entrance via SR 41, which is the most popular entrance, was over 575,000 vehicles.

State Route 41 also serves as the primary access to the entire eastern Madera County region, which is planned for new population growth. Additionally, the destructive 2020 Creek Fire demonstrated the need for safety improvements as SR 41 is the primary evacuation route for the foothill and mountainous areas of Eastern Madera County. This area includes the communities of Oakhurst, Coarsegold, Yosemite Lakes Park, Bass Lake and North Fork. This is a major population center in the southern Sierra Nevada Mountains and is a vital part of Madera's economy providing services to national and international tourists as well as retail and employment to Madera County residents. Traffic served on SR 41 ranges from average annual daily traffic (AADT) of 47,500 vehicles per day from the Madera/Fresno County Line to 21,500 to the juncture with SR 49 in Oakhurst.

We appreciate your consideration of our comments and how the inclusion of SR 41 in the ITSP would not only benefit the Madera Region, but the entire state. If you have any questions, please contact me at (559) 675-0721 or patricia@maderactc.org.

Sincerely,



Patricia Taylor, Executive Director
Madera County Transportation Commission

Cc: Jim Costa, U.S. House of Representatives District 16
Anna M. Caballero, State Senate District 12
Frank Bigelow, State Assembly District 6
Jay Varney, Madera County Chief Executive Officer
Arnoldo Rodriguez, Madera City Manager
Rod Pruitt, Chowchilla City Manager
Mitch Weiss, CTC Executive Director
Scott Sauer, Caltrans Office Chief
Diana Gomez, Caltrans District 6 Director



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 4-G

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

2022 State Transportation Improvement Program (STIP) and 2022 Regional Transportation Improvement Program (RTIP) Update

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The California Transportation Commission (CTC) has released the 2022 STIP Fund Estimate (see enclosure). The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit, and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The MCTC 2022 RTIP is scheduled for adoption by the Policy Board on November 17, 2021. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region’s transportation investments over a 20-to-25-year period. The RTP is based on all reasonably anticipated funding, including Federal, State, and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

The following is the schedule for the 2022 STIP and MCTC 2022 RTIP.

Action	Date
CTC adopts Fund Estimate and Guidelines	August 18, 2021
Caltrans identifies State Highway Needs	September 15, 2021
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November TBD, 2021

CTC ITIP Hearing, South	November TBD, 2021
MCTC adopts 2022 RTIP	November 17, 2021
MCTC RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2022 STIP	March 23-24, 2022

FISCAL IMPACT:

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

2022 STIP FUND ESTIMATE
Table 1 - Reconciliation to County and Interregional Shares
(\$ in millions)

	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	5-Year Total	6-Year Total
Public Transportation Account (PTA)								
2022 FE PTA Target Capacity	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$10
Total 2022 STIP FE PTA Capacity	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$10
2020 STIP Program ¹	\$121	\$261	\$61	\$50	\$0	\$0	\$372	\$493
Extensions	\$12	\$63	\$0	\$0	\$0	\$0	\$63	\$74
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net PTA STIP Program	\$133	\$324	\$61	\$50	\$0	\$0	\$435	\$567
PTA Capacity for County Shares	(\$123)	(\$324)	(\$61)	(\$50)	\$0	\$0	(\$435)	(\$557)
Cumulative	(\$123)	(\$447)	(\$507)	(\$557)	(\$557)	(\$557)		
State Highway Account (SHA)								
2022 FE SHA Target Capacity	\$695	\$725	\$310	\$310	\$335	\$360	\$2,040	\$2,735
2022 FE TFA Available Capacity ²	\$6	\$52	\$0	\$0	\$0	\$0	\$52	\$58
Total 2022 STIP FE SHA Capacity	\$701	\$777	\$310	\$310	\$335	\$360	\$2,092	\$2,793
2020 STIP Program ¹	\$507	\$434	\$208	\$212	\$0	\$0	\$854	\$1,361
Extensions	\$257	\$37	\$0	\$0	\$0	\$0	\$37	\$293
Advances	(\$174)	(\$41)	\$0	\$0	\$0	\$0	(\$41)	(\$215)
Net SHA STIP Program	\$590	\$429	\$208	\$212	\$0	\$0	\$849	\$1,439
SHA Capacity for County Shares	\$111	\$348	\$102	\$98	\$335	\$360	\$1,243	\$1,354
Cumulative	\$111	\$459	\$560	\$659	\$994	\$1,354		
Total Capacity	(\$12)	\$24	\$41	\$49	\$335	\$360	\$808	\$796

Notes:

General note: Numbers may not add due to rounding.

¹ 2020 STIP as of June 30, 2021 (2021 Orange Book)

² TFA capacity represents unallocated, closeout savings available for STIP projects.

Table 2 - Summary of Targets and Shares
 (\$ in thousands)

County	2022 STIP Programming	
	Total Target	Maximum
	Share through 2026-27	Estimated Share through 2027-28
Alameda	22,035	31,823
Alpine	0	279
Amador	6,492	7,156
Butte	10,887	12,842
Calaveras	2,297	3,091
Colusa	4,466	4,992
Contra Costa	61,008	67,724
Del Norte	0	0
El Dorado LTC	5,318	6,678
Fresno	22,420	29,825
Glenn	2,306	2,856
Humboldt	4,925	6,898
Imperial	9,280	12,780
Inyo	0	0
Kern	13,879	23,852
Kings	0	0
Lake	2,015	2,874
Lassen	3,286	4,543
Los Angeles	0	57,061
Madera	0	0
Marin	0	0
Mariposa	5,657	6,172
Mendocino	5,290	7,152
Merced	5,968	8,398
Modoc	859	1,531
Mono	5,124	7,155
Monterey	8,973	12,471
Napa	0	0
Nevada	3,183	4,223
Orange	24,595	42,895
Placer TPA	0	0
Plumas	1,719	2,467
Riverside	35,968	51,945
Sacramento	17,167	26,459
San Benito	0	0
San Bernardino	38,942	57,525
San Diego	57,307	78,316
San Francisco	12,750	17,726
San Joaquin	3,709	8,756
San Luis Obispo	8,341	12,046
San Mateo	15,327	20,398
Santa Barbara	7,154	11,318
Santa Clara	32,094	43,716
Santa Cruz	4,522	6,530
Shasta	4,822	6,965
Sierra	5,019	5,375
Siskiyou	2,727	4,205
Solano	0	0
Sonoma	8,654	12,396
Stanislaus	8,394	12,122
Sutter	11,080	11,938
Tahoe RPA	0	0
Tehama	3,215	4,310
Trinity	2,491	3,268
Tulare	1,975	6,587
Tuolumne	1,819	2,676
Ventura	81,671	87,837
Yolo	8,592	10,390
Yuba	12,401	13,060
Statewide Regional	618,123	883,602
Interregional	178,189	272,710
TOTAL	796,312	1,156,312
New Capacity		
Statewide SHA Capacity	1,353,697	
Statewide PTA Capacity	(557,385)	
Total STIP Capacity	796,312	

Table 3 - Calculation of New Programming Targets and Shares - Total Target
(\$ in thousands)

County	Net Carryover		2022 STIP Share through 2026-27			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2019-20 & 2020-21	Net Share (Total Target)	Net Advance
Alameda	0	0	22,035	0	22,035	0
Alpine	0	(673)	659	0	0	(14)
Amador	4,997	0	1,495	0	6,492	0
Butte	6,484	0	4,403	0	10,887	0
Calaveras	510	0	1,787	0	2,297	0
Colusa	3,283	0	1,183	0	4,466	0
Contra Costa	31,090	0	15,118	14,800	61,008	0
Del Norte	0	(6,714)	1,099	0	0	(5,615)
El Dorado LTC	2,256	0	3,062	0	5,318	0
Fresno	5,750	0	16,670	0	22,420	0
Glenn	962	0	1,239	105	2,306	0
Humboldt	482	0	4,443	0	4,925	0
Imperial	1,401	0	7,879	0	9,280	0
Inyo	0	(15,443)	6,153	0	0	(9,290)
Kern	0	(8,573)	22,452	0	13,879	0
Kings	0	(9,093)	3,296	0	0	(5,797)
Lake	81	0	1,934	0	2,015	0
Lassen	454	0	2,832	0	3,286	0
Los Angeles	0	(135,991)	133,672	0	0	(2,319)
Madera	0	(6,559)	3,067	0	0	(3,492)
Marin	0	(22,406)	4,131	0	0	(18,275)
Mariposa	4,499	0	1,158	0	5,657	0
Mendocino	1,099	0	4,191	0	5,290	0
Merced	496	0	5,472	0	5,968	0
Modoc	0	(688)	1,512	35	859	0
Mono	118	0	4,571	435	5,124	0
Monterey	0	0	7,873	1,100	8,973	0
Napa	0	(19,683)	2,724	0	0	(16,959)
Nevada	840	0	2,343	0	3,183	0
Orange	0	(16,600)	41,195	0	24,595	0
Placer TPA	0	(21,476)	5,706	0	0	(15,770)
Plumas	34	0	1,685	0	1,719	0
Riverside	0	0	35,968	0	35,968	0
Sacramento	0	(3,752)	20,919	0	17,167	0
San Benito	0	(6,779)	1,451	0	0	(5,328)
San Bernardino	0	(2,890)	41,832	0	38,942	0
San Diego	10,014	0	47,293	0	57,307	0
San Francisco	1,548	0	11,202	0	12,750	0
San Joaquin	0	(7,652)	11,361	0	3,709	0
San Luis Obispo	0	0	8,341	0	8,341	0
San Mateo	3,612	0	11,415	300	15,327	0
Santa Barbara	0	(2,220)	9,374	0	7,154	0
Santa Clara	3,632	0	26,162	2,300	32,094	0
Santa Cruz	0	0	4,522	0	4,522	0
Shasta	0	0	4,822	0	4,822	0
Sierra	4,216	0	803	0	5,019	0
Siskiyou	0	(600)	3,327	0	2,727	0
Solano	0	(29,263)	6,854	0	0	(22,409)
Sonoma	231	0	8,423	0	8,654	0
Stanislaus	0	0	8,394	0	8,394	0
Sutter	9,149	0	1,931	0	11,080	0
Tahoe RPA	0	(1,592)	956	0	0	(636)
Tehama	751	0	2,464	0	3,215	0
Trinity	742	0	1,749	0	2,491	0
Tulare	0	(8,409)	10,384	0	1,975	0
Tuolumne	0	(110)	1,929	0	1,819	0
Ventura	67,789	0	13,882	0	81,671	0
Yolo	4,545	0	4,047	0	8,592	0
Yuba	10,919	0	1,482	0	12,401	0
Statewide Regional	181,984	(327,166)	638,326	19,075	618,123	(105,904)
Interregional	0	(39,222)	212,774	4,637	178,189	0
TOTAL	181,984	(366,388)	851,100	23,712	796,312	(105,904)
Statewide SHA Capacity					1,353,697	
Statewide PTA Capacity					(557,385)	
Total					796,312	

Table 4 - Calculation of Targets and Shares - Maximum
(\$ in thousands)

County	Net Carryover		2022 STIP Estimated Share through 2027-28			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2019-20 & 2020-21	Net Share (Maximum)	Net Advance
Alameda	0	0	31,823	0	31,823	0
Alpine	0	(673)	952	0	279	0
Amador	4,997	0	2,159	0	7,156	0
Butte	6,484	0	6,358	0	12,842	0
Calaveras	510	0	2,581	0	3,091	0
Colusa	3,283	0	1,709	0	4,992	0
Contra Costa	31,090	0	21,834	14,800	67,724	0
Del Norte	0	(6,714)	1,587	0	0	(5,127)
El Dorado LTC	2,256	0	4,422	0	6,678	0
Fresno	5,750	0	24,075	0	29,825	0
Glenn	962	0	1,789	105	2,856	0
Humboldt	482	0	6,416	0	6,898	0
Imperial	1,401	0	11,379	0	12,780	0
Inyo	0	(15,443)	8,886	0	0	(6,557)
Kern	0	(8,573)	32,425	0	23,852	0
Kings	0	(9,093)	4,760	0	0	(4,333)
Lake	81	0	2,793	0	2,874	0
Lassen	454	0	4,089	0	4,543	0
Los Angeles	0	(135,991)	193,052	0	57,061	0
Madera	0	(6,559)	4,429	0	0	(2,130)
Marin	0	(22,406)	5,966	0	0	(16,440)
Mariposa	4,499	0	1,673	0	6,172	0
Mendocino	1,099	0	6,053	0	7,152	0
Merced	496	0	7,902	0	8,398	0
Modoc	0	(688)	2,184	35	1,531	0
Mono	118	0	6,602	435	7,155	0
Monterey	0	0	11,371	1,100	12,471	0
Napa	0	(19,683)	3,934	0	0	(15,749)
Nevada	840	0	3,383	0	4,223	0
Orange	0	(16,600)	59,495	0	42,895	0
Placer TPA	0	(21,476)	8,240	0	0	(13,236)
Plumas	34	0	2,433	0	2,467	0
Riverside	0	0	51,945	0	51,945	0
Sacramento	0	(3,752)	30,211	0	26,459	0
San Benito	0	(6,779)	2,095	0	0	(4,684)
San Bernardino	0	(2,890)	60,415	0	57,525	0
San Diego	10,014	0	68,302	0	78,316	0
San Francisco	1,548	0	16,178	0	17,726	0
San Joaquin	0	(7,652)	16,408	0	8,756	0
San Luis Obispo	0	0	12,046	0	12,046	0
San Mateo	3,612	0	16,486	300	20,398	0
Santa Barbara	0	(2,220)	13,538	0	11,318	0
Santa Clara	3,632	0	37,784	2,300	43,716	0
Santa Cruz	0	0	6,530	0	6,530	0
Shasta	0	0	6,965	0	6,965	0
Sierra	4,216	0	1,159	0	5,375	0
Siskiyou	0	(600)	4,805	0	4,205	0
Solano	0	(29,263)	9,899	0	0	(19,364)
Sonoma	231	0	12,165	0	12,396	0
Stanislaus	0	0	12,122	0	12,122	0
Sutter	9,149	0	2,789	0	11,938	0
Tahoe RPA	0	(1,592)	1,381	0	0	(211)
Tehama	751	0	3,559	0	4,310	0
Trinity	742	0	2,526	0	3,268	0
Tulare	0	(8,409)	14,996	0	6,587	0
Tuolumne	0	(110)	2,786	0	2,676	0
Ventura	67,789	0	20,048	0	87,837	0
Yolo	4,545	0	5,845	0	10,390	0
Yuba	10,919	0	2,141	0	13,060	0
Statewide Regional	181,984	(327,166)	921,878	19,075	883,602	(87,831)
Interregional	0	(39,222)	307,295	4,637	272,710	0
TOTAL	181,984	(366,388)	1,229,173	23,712	1,156,312	(87,831)
Statewide SHA Capacity					1,713,697	
Statewide PTA Capacity					(557,385)	
Total					1,156,312	

Table 5 - Planning, Programming, and Monitoring (PPM) Limitations
(\$ in thousands)

County	2020 STIP FY 2024-25	2022 STIP 2024-25 through 2026-27	Total 2024-25 through 2026-27	5% PPM Limitation 2024-25 through 2026-27
Alameda	11,315	22,035	33,350	1,668
Alpine	337	659	996	50
Amador	765	1,495	2,260	113
Butte	2,264	4,403	6,667	333
Calaveras	915	1,787	2,702	135
Colusa	606	1,183	1,789	89
Contra Costa	7,747	15,118	22,865	1,143
Del Norte	565	1,099	1,664	83
El Dorado LTC	1,568	3,062	4,630	232
Fresno	8,540	16,670	25,210	1,261
Glenn	635	1,239	1,874	94
Humboldt	2,280	4,443	6,723	336
Imperial	4,036	7,879	11,915	596
Inyo	3,152	6,153	9,305	465
Kern	11,506	22,452	33,958	1,698
Kings	1,687	3,296	4,983	249
Lake	990	1,934	2,924	146
Lassen	1,449	2,832	4,281	214
Los Angeles	68,508	133,672	202,180	10,109
Madera	1,570	3,067	4,637	232
Marin	2,119	4,131	6,250	313
Mariposa	593	1,158	1,751	88
Mendocino	2,150	4,191	6,341	317
Merced	2,802	5,472	8,274	414
Modoc	774	1,512	2,286	114
Mono	2,342	4,571	6,913	346
Monterey	4,032	7,873	11,905	595
Napa	1,395	2,724	4,119	206
Nevada	1,199	2,343	3,542	177
Orange	21,115	41,195	62,310	3,116
Placer TPA	2,928	5,706	8,634	432
Plumas	865	1,685	2,550	128
Riverside	18,432	35,968	54,400	2,720
Sacramento	10,720	20,919	31,639	1,582
San Benito	743	1,451	2,194	110
San Bernardino	21,436	41,832	63,268	3,163
San Diego	24,241	47,293	71,534	3,577
San Francisco	5,747	11,202	16,949	847
San Joaquin	5,820	11,361	17,181	859
San Luis Obispo	4,274	8,341	12,615	631
San Mateo	5,848	11,415	17,263	863
Santa Barbara	4,804	9,374	14,178	709
Santa Clara	13,406	26,162	39,568	1,978
Santa Cruz	2,317	4,522	6,839	342
Shasta	2,476	4,822	7,298	365
Sierra	411	803	1,214	61
Siskiyou	1,702	3,327	5,029	251
Solano	3,511	6,854	10,365	518
Sonoma	4,314	8,423	12,737	637
Stanislaus	4,302	8,394	12,696	635
Sutter	989	1,931	2,920	146
Tahoe RPA	490	956	1,446	72
Tehama	1,261	2,464	3,725	186
Trinity	895	1,749	2,644	132
Tulare	5,331	10,384	15,715	786
Tuolumne	987	1,929	2,916	146
Ventura	7,114	13,882	20,996	1,050
Yolo	2,073	4,047	6,120	306
Yuba	759	1,482	2,241	112
Statewide	327,152	638,326	965,478	48,274

Note: Limitation amounts include amounts already programmed.



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 4-H

PREPARED BY: Evelyn Espinosa, Associate Regional Planner

SUBJECT:

Unmet Transit Needs FY 2021-22 Analysis and Recommendations Report

Enclosure: Yes

Action: Approve Unmet Transit Needs FY 2021-22 Analysis and Recommendations Report

SUMMARY:

MCTC staff has prepared an analysis and recommendations report for the unmet transit needs process for FY 2021-22. It includes a summary of the findings for potential unmet needs, an analysis of the size and location of groups likely to be dependent on transit, and the methods and materials used in the unmet needs process. The full report is attached.

FISCAL IMPACT:

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



UNMET TRANSIT NEEDS FY 2020-2021

*Final Analysis and Recommendations Report
September 2021*



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Summary

BACKGROUND

Each year, pursuant to the California Transportation Development Act (TDA), as the Regional Transportation Planning Agency (RTPA) for Madera County, Madera County Transportation Commission (MCTC) is responsible for the administration of the Transportation Development Act (TDA) funds. TDA funds, which are funded through ¼ percent of the statewide sales tax, are the primary funding source for most transit systems. The administration of TDA funds includes the annual unmet transit needs process, which has three key components: soliciting testimony on unmet transit needs; analyzing needs in accordance to adopted definitions of unmet transit need and reasonable to meet; and adoption of a finding regarding unmet transit needs that may exist for the upcoming fiscal year. These tasks are to be performed in consultation with the Social Service Transportation Advisory Council (SSTAC). At a minimum, the annual unmet transit needs finding process requires MCTC to conduct the following:

1. Establish or maintain a Social Services Transportation Advisory Council (SSTAC) to participate in the identification of unmet transit needs and determine whether those identified needs are reasonable to meet. The composition of the SSTAC is set forth in statute and consists of representatives of the following members:
 - a. One representative of potential transit users who is 60 years of age or older.
 - b. One representative of potential transit users who have a disability.
 - c. Two representatives of the local service providers for seniors, including one representative of a social service transportation provider if one exists.
 - d. Two representatives of local social service providers for those with disabilities, including one representative of a social service transportation provider, if one exists.
 - e. One representative of a local social service provider for persons of limited means.
 - f. Two representatives from the local consolidated transportation services agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.
2. Coordinate with the SSTAC and MCTC Policy Board to determine definitions for both “unmet transit needs” and “reasonable to meet.”
3. Identify transit needs, which have been considered as part of the transportation planning process.
4. Hold at least one public hearing to receive public comments regarding unmet transit needs.
5. Meet with SSTAC members to identify potential unmet transit needs, and analyze those transit needs using the MCTC Policy Board’s adopted definitions of “unmet transit needs” and “reasonable to meet” (adopted definitions provided on Page 7 of this report). As part of the “reasonable to meet” determination, MCTC staff and the SSTAC must consider whether a transit operator can reasonably accommodate an unmet need and still maintain the required farebox ratio established under the TDA.
6. Adopt by resolution a finding regarding transit needs that may be reasonable to meet. The MCTC Policy Board makes one of the following three possible findings:
 - a. There are no unmet transit needs, or
 - b. There are no unmet transit needs that are reasonable to meet, or
 - c. There are unmet transit needs, including transit needs that are reasonable to meet.

If it is found that there are unmet transit needs that are reasonable to meet, those transit needs must be met before any TDA funds can be allocated for other purposes, such as streets and roads.

SUMMARY OF THE FINDINGS FOR THE FY 2021-2022 UNMET TRANSIT NEEDS ASSESSMENT

Item 4-4-H.

On July 21, 2021, the MCTC Policy Board adopted Resolution Number 2021-12, approving the findings of the FY 2020/21 unmet transit needs hearing:

Pursuant to Section 99401.5 of the California Public Utilities Code, MCTC, as the Regional Transportation Planning Agency, must make a finding after holding a Public Hearing that there are no unmet public transportation needs within the jurisdiction of claimants which can be reasonably met before it may approve Local Transportation Fund claims for streets and roads.

The MCTC has determined that its definition of the term “**unmet transit needs**” includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation, and the Commission has determined that its definition of the term “**reasonable to meet**” shall apply to all related public or specialized transportation services that:

- 1) are feasible;
- 2) have community acceptance;
- 3) serve a significant number of the population;
- 4) are economical;
- 5) and can demonstrate cost effectiveness by having a ratio of fare revenues to operating cost at least equal to 10 percent.

The Commission has determined that its definition of the term “reasonable to meet” shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established.

The role of the Social Service Transportation Advisory Council (SSTAC) is to aid the MCTC Policy Board in its review of transit issues with emphasis on the annual identification of transit needs within Madera County. The establishment of the Madera County SSTAC is consistent with State Law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body. The purpose of the SSTAC is to:

- A. Annually participate in identification of transit needs (Unmet Transit Needs Public Hearing Process).
- B. Review and recommend appropriate action by the MCTC for a jurisdiction which finds, by resolution, that:
 - (1) there are no unmet transit needs;
 - (2) there are no unmet transit needs that are reasonable to meet;
 - (3) there are unmet transit needs that are reasonable to meet.
- C. Advise the MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.

During the “Unmet Transit Needs” Public Hearing on Wednesday, April 21, 2021, the MCTC Policy Board opened the hearing to receive public testimony. The following staff evaluation was prepared in cooperation with the SSTAC. The Chairman of the SSTAC will submit that body’s findings to the Commission under separate correspondence.

NARRATIVE OF EVALUATION

City of Madera

There are no unmet transit needs that are reasonable to meet at this time in the City of Madera.

MCTC staff has reviewed and discussed testimony regarding the City of Madera's transit services with the Social Service Transportation Advisory Council (SSTAC). The recommendation from staff and the SSTAC is that there are no unmet transit needs that are reasonable to meet within the City of Madera. The recommendation is based upon the definition of an unmet transit need, which includes any essential trip requests by transit-dependent persons for which there is no other convenient means of transportation.

Testimony was received regarding an additional bus stop at Roosevelt and Olive across from Sierra Vista Elementary School. The City of Madera will evaluate this request. Dial-A-Ride service is available to provide service when there is no bus stop. Additionally, comments were received to add a bus shelter at two bus stop locations: (1) Sunrise between A and Vineyard, and (2) Olive and Martin near Planet Fitness for shade and protection from inclement weather. The City of Madera will evaluate this request and discuss with their Transit Advisory Board.

One-hour long wait times occasionally, and the need for routes to run more frequently, was expressed in one of the comments. The City of Madera notes that this situation arose due to the pandemic restrictions that limit the number of passengers that the bus can transport. There was also a request to have wastebaskets at bus stops in the City of Madera. The City of Madera reported that there are trashcans available at bus stops. However, depending on when this situation happened, the City of Madera notes that a couple of trashcans were stolen.

Testimony was also received for more on-time schedules and to not be skipped by Dial-A-Ride. This is, however, an operational issue. On-time performance evaluation will be performed. Additionally, a need to expand rate assistance programs to provide free rides was expressed. Madera Metro offered free rides due to the pandemic and that status is still active. This comment was directed to all agencies.

Testimony for the need of electronic bus signs on buses and at bus stops was also received. This is an operational and marketing issue. The City of Madera and the County of Madera will seek to coordinate how to best approach this comment. The City of Madera will be reviewing the possibility of developing an advertisement.

City of Chowchilla

There are no unmet transit needs in the City of Chowchilla.

County of Madera

There are no unmet transit needs that are reasonable to meet at this time in the County of Madera.

MCTC staff has reviewed and discussed testimony regarding the County of Madera's transit services with the Social Service Transportation Advisory Council (SSTAC). The recommendation from MCTC staff and the SSTAC is that there are no unmet transit needs that are reasonable to meet at this time in the County of Madera. The recommendation is based upon the definition of an unmet transit need, which includes any essential trip requests by transit-dependent persons for which there is no other convenient means of transportation.

Testimony was received for infrastructure improvements: 1) Street lighting in the communities of La Vina and

Fairmead to ensure transit users' first and last miles are safely lit. 2) Repavement and clean mobility infrastructure such as sidewalks, crosswalks, and street lighting to facilitate their first and last miles, and thus, their use of public transit in unincorporated communities. Examples of this: sidewalks and street lighting along Avenue 9 and within the subdivision of homes located in La Vina, and road repavement to Road 26 in Madera Acres, Road 29 in Parksdale, and Valerie Avenue in Madera Acres. The recommendation was to share this information with the appropriate agency for their knowledge.

Testimony was received for YARTS to operate year-round to connect Coarsegold to Oakhurst and Fresno. The Council discussed that YARTS is a seasonal service. However, the Madera County Connection does provide service that offers this connectivity.

Testimony was received to increase routes between La Vina and the City of Madera. The County reports that additional runs were added to this destination during the 2020-21 Fiscal Year and that ridership was low and not cost-efficient. This service was suspended after a six-month period. Further evaluation will be undertaken to determine the feasibility of additional service in the future.

The need for the County of Madera, Fresno EOC, and Madera County Public Works to continue working towards installation of a second bus stop in Fairmead and that MCTC direct the agencies to continue their work on this project as soon as possible, and oversee progress to ensure this project stays on track was submitted as part of the comments. The County of Madera reports that there was a pre-pandemic meeting to decide on the new transit stop specific location. Follow up to obtain this information has not yet been completed. The County of Madera is looking forward to continuing coordinating with the Fairmead community to narrow this down. It is outside MCTC's jurisdiction to oversee other agencies' work.

Testimony was also received for more on-time schedules and to not be skipped by Dial-A-Ride. This is, however, an operational issue. On-time performance evaluation will be performed. Additionally, a need to expand fare assistance programs to provide free rides was expressed. The County of Madera will be looking into offering a free-ride campaign.

Testimony for the need of electronic bus signs on buses and at bus stops was also received. This is an operational and marketing issue. The City of Madera and County of Madera will seek to coordinate over how to best approach this comment. The County of Madera posts information on routes on their website.

RECOMMENDATION

The MCTC staff and SSTAC considered the hearing testimony and recommend the Commission find the following:

- 1. That the Madera County Transportation Commission finds that there are no unmet transit needs in FY 21/22 within the jurisdiction of the City of Madera, City of Chowchilla, and County of Madera.**

The Madera Metro and the Madera Dial-A-Ride provide transportation services that cover the entire city of Madera.

The Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire city of Chowchilla.

The Madera County Connection (MCC) provides inter-city transportation from Chowchilla, Fairmead, Madera, La Vina, Madera Ranchos and Eastern Madera County to Children's Hospital Central California where a connection can

be made to Fresno via the Fresno Area Express (FAX).

Item 4-4-H.

The Senior Bus Program and the Escort Service provides transportation to the Eastern Madera County communities including the newly developed Eastern Madera County Escort Program transit service to Raymond. This service is provided on Wednesdays from 8:30am to 4:30pm.

2. Maintain existing transit systems in Madera County: Madera Transit System (Madera Metro and Dial-A-Ride) in the City of Madera; Madera County Connection; Chowchilla Area Transit Express; Eastern Madera County Escort Service; and Eastern Madera County Senior Bus.

Staff and SSTAC recommend that the current public transit systems continue to operate in Madera County. The existing transit systems meet an existing need for public transit services in the county. The existing systems are:

- Madera Transit System - City of Madera (Dial-A-Ride and Madera Metro);
- Chowchilla Area Transit Express - City of Chowchilla;
- Eastern Madera County Escort Service; and Eastern Madera County Senior Bus;
- Madera County Connection

Unmet Transit Needs Process

TRANSPORTATION DEVELOPMENT ACT REQUIREMENTS

Unmet transit needs became an annual focus of transportation planning agencies in 1978, when the Transportation Development Act (TDA) was changed to require a specific transit finding that there are no unmet transit needs that are reasonable to meet before local TDA funds could be allocated for other non- transit purposes.

The following outlines MCTC's currently adopted unmet transit needs assessment process, pursuant to the requirements established in the TDA:

Prior to making any allocation not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles, or any allocation for purposes of subdivision (f) of Section 99400, MCTC must annually do all of the following:

- (a) Consult with the social services transportation advisory council established pursuant to Section 99238.
- (b) Identify the transit needs of the jurisdiction which have been considered as part of the transportation planning process, including the following:
 1. An annual assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged, including, but not limited to, the elderly, the disabled, including individuals eligible for paratransit and other special transportation services pursuant to Section 12143 of Title 42 of the United States Code, the federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12101 et seq.), and persons of limited means, including, but not limited to, recipients under the CalWORKs program.
 2. An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately and publicly provided services necessary to implement the plan prepared pursuant to Section 12143(c)(7) of Title 42 of the United States Code, in meeting the transit demand identified pursuant to paragraph (1).
 3. An analysis of the potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the transit demand.
 4. An analysis of the need to acquire or lease vans and related equipment for a farmworker vanpool program pursuant to subdivision (f) of Section 99400. This analysis is only required, however, upon receipt

- (c) Identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet. The transportation planning agency shall hold at least one public hearing pursuant to Section 99238.5 for the purpose of soliciting comments on the unmet transit needs that may exist within the jurisdiction and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services. The definition adopted by the transportation planning agency for the terms “unmet transit needs” and “reasonable to meet” shall be documented by resolution or in the minutes of the agency. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet. An agency’s determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads.
- (d) Adopt by resolution a finding for the jurisdiction, after consideration of all available information compiled pursuant to subdivisions (a), (b), and (c). The finding shall be that (1) there are no unmet transit needs, (2) there are no unmet transit needs that are reasonable to meet, or (3) there are unmet transit needs, including needs that are reasonable to meet. The resolution shall include information developed pursuant to subdivisions (a), (b), and (c) which provides the basis for the finding.
- (e) If the transportation planning agency adopts a finding that there are unmet transit needs, including needs that are reasonable to meet, then the unmet transit needs shall be funded before any allocation is made for streets and roads within the jurisdiction.
- (f) The transportation planning agency shall not allocate funds for purposes of subdivision (f) of Section 99400 until all of the capital and operating funds necessary to meet unmet transit needs that are reasonable to meet are allocated. The transportation planning agency shall not reduce funding to existing public transportation services, specialized transportation services, or facilities for the exclusive use of pedestrians and bicycles in order to allocate funds for purposes of subdivision (f) of Section 99400. The transportation planning agency shall not allocate funds under subdivision (f) of Section 99400 if the allocation replaces other federal, state, or local funds used to fund commuter vanpools by a county, city, transportation planning agency, or transit district.

DEFINITION OF “UNMET TRANSIT NEED” AND “REASONABLE TO MEET”

The MCTC Policy Board previously adopted definitions of “unmet transit needs” and “reasonable to meet” as follows:

Unmet Transit Needs:

The Madera County Transportation Commission has determined that its definition of the term “**unmet transit needs**” includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation, and the Commission has determined that its definition of the term “**reasonable to meet**” shall apply to all related public or specialized transportation services that:

- (A) are feasible;
- (B) have community acceptance;
- (C) serve a significant number of the population;
- (D) are economical; and
- (E) can demonstrate cost effectiveness by having a ratio of fare revenues to operating cost at least equal to 10 percent

The Commission has determined that its definition of the term “reasonable to meet” shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established.

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

Item 4-4-H.

As previously identified, TDA regulations require MCTC to annually consult with the Social Services Transportation Advisory Council (SSTAC) to identify the region’s transit needs prior to making any allocation of TDA funds not directly related to public transportation services or facilities provided for the exclusive use of pedestrians and bicycles. Pursuant to the TDA, Section 99238(c)1-3 of the Public Utilities Code specifically identifies the SSTAC’s responsibilities:

(c) The social service transportation advisory council shall have the following responsibilities:

1. Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
2. Annually review and recommend action by the transportation planning agency for the area within the jurisdiction of the council which finds by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
3. Advise the transportation planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

In accordance with the TDA requirements, MCTC works the SSTAC to identify and analyze any potential unmet transit need against the MCTC Policy Board’s adopted definitions of “unmet transit need” and “reasonable to meet”.

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEMBERS FY 2021-2022

Table 1: SSTAC Members FY 2021-2022

CATEGORY	APPOINTMENT	GEOGRAPHIC/ AGENCY REPRESENTATION	TERM EXPIRES
Potential Transit User 60 Years or Older*	Fern Facchino	City of Madera, Community Member	June 2024
Representatives of the Local Social Service Providers for Seniors**	Michelle Herrera	Madera County Social Services Department	July 2024
Representatives of the Local Social Service Providers for Seniors**	Vacant		
Potential Transit User 60 Years or Older*	Frank Simonis	Community Member	May 2024
Representatives of the Local Social Service Providers for Disabled**	Alycia Falley	Department of Social Services	July 2024
Representatives of the Local Social Service Providers for Disabled**	Annie Self	Madera Area Express Manager	June 2024
Representatives of a Local Social Service Provider for Persons of Limited Means*	Anabel Miranda	Madera County Workforce Corporation	June 2023
Representatives of Local Transit Agency**	Rosalind Esqueda	Madera County Connection	June 2022
Representatives of Local Transit Agency**	Ellen Moy	Madera County	June 2022

Metropolitan Planning Organization Staff	Evelyn Espinosa	Madera County Transportation Comm.	<i>Item 4-4-H.</i>
Metropolitan Planning Organization Staff	Dylan Stone	Madera County Transportation Comm.	
Notes:			
* Minimum of one			
** Minimum of two			

Existing Conditions

Pursuant to California Public Utilities Code Section 99401.5, the following sections briefly provide an analysis of Sections 1-4 of the TDA’s unmet transit needs assessment process.

SIZE AND LOCATION OF GROUPS LIKELY TO BE DEPENDENT ON TRANSIT

As identified in a previous section of this report, during each year’s unmet transit needs assessment process, prior to making any allocation not directly related to public transportation services, MCTC must make an assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged, including, but not limited to, the elderly, those with disabilities (including individuals eligible for paratransit and other special transportation services pursuant to Section 12143 of Title 42 of the United States Code (the Federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12101, et seq.)), and persons of limited means, including, but not limited to, recipients under the CalWORKS program. Utilizing available data from the 2015-2019 American Community Survey (ACS) Five-Year Estimates, the following sections identify the size and location of population groups likely to be transit dependent.

For the purposes of this assessment, transit-dependent population groups consist of the following classifications:

- Elderly – Individuals who are age 65 years or older;
- Disabled – Non-institutionalized, civilian members of the population who may be unable to operate vehicles or utilize certain modes of public transportation due to physical or mental disabilities; and
- Persons of Limited Means – Individuals who are defined by the federal government as having an income below the poverty threshold

GENERAL POPULATION ESTIMATES FOR MADERA COUNTY

According to the 2015-2019 ACS Five-Year Estimates, Madera County’s current population is 155, 433 There are two incorporated cities in Madera County. As identified in Table 1, below, the City of Madera is the largest incorporated city in Madera County, accounting for 42% of the County’s total population. The City of Chowchilla is the second largest, accounting for 12% of Madera County’s total population. Madera County’s unincorporated community areas, which, combined, account for 46% of the County’s total population. Table 1 illustrates the current population breakdown of Madera County.

Table 2: 2019 Population in Madera County

JURISDICTION	POPULATION	PERCENT OF COUNTY
Ahwahnee	2,513	2%
Bonadelle Madera Ranchos	9,551	6%

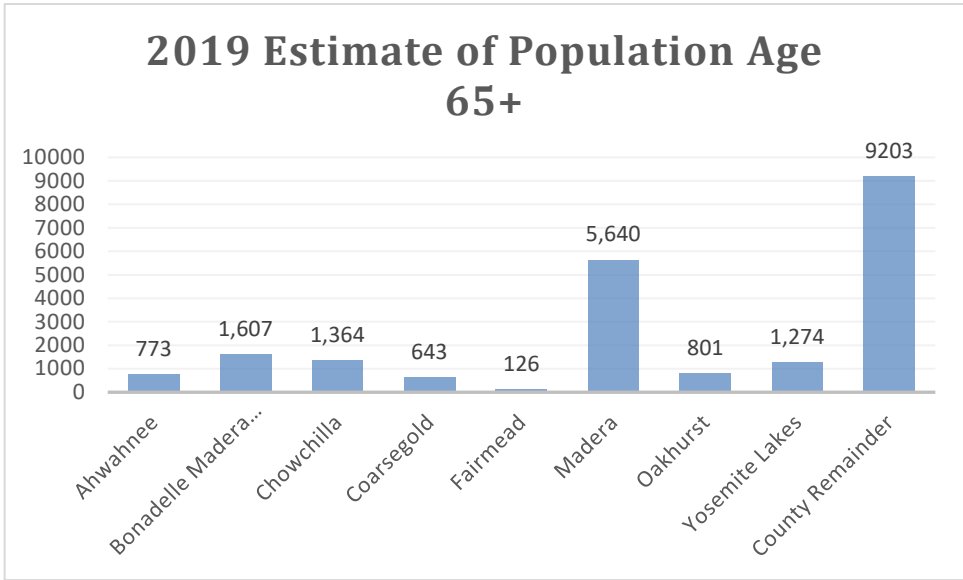
JURISDICTION	POPULATION	PERCENT OF COUNTY
Chowchilla	18,413	12%
Coarsegold	1,585	1%
Fairmead	1,105	1%
Madera	64,833	42%
Oakhurst	3,446	2%
Yosemite Lakes	5,524	4%
County Remainder	48,463	31%
TOTAL	155,433	100%

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

ASSESSING TRANSIT DEPENDENCY BY AGE

As stated in the beginning of this section, the TDA identifies elderly populations to be potentially transit dependent. For the purposes of this section’s analysis, individuals considered to be elderly are 65 years of age or older. According to the 2015-2019 ACS Five-Year Estimates, 21,431 individuals in Madera County are identified as elderly, accounting for approximately 13.8% of the County’s total population. With 5,640 individuals, the City of Madera has the highest population of elderly individuals in the County, followed by the City of Chowchilla, with an elderly population of 1,364.

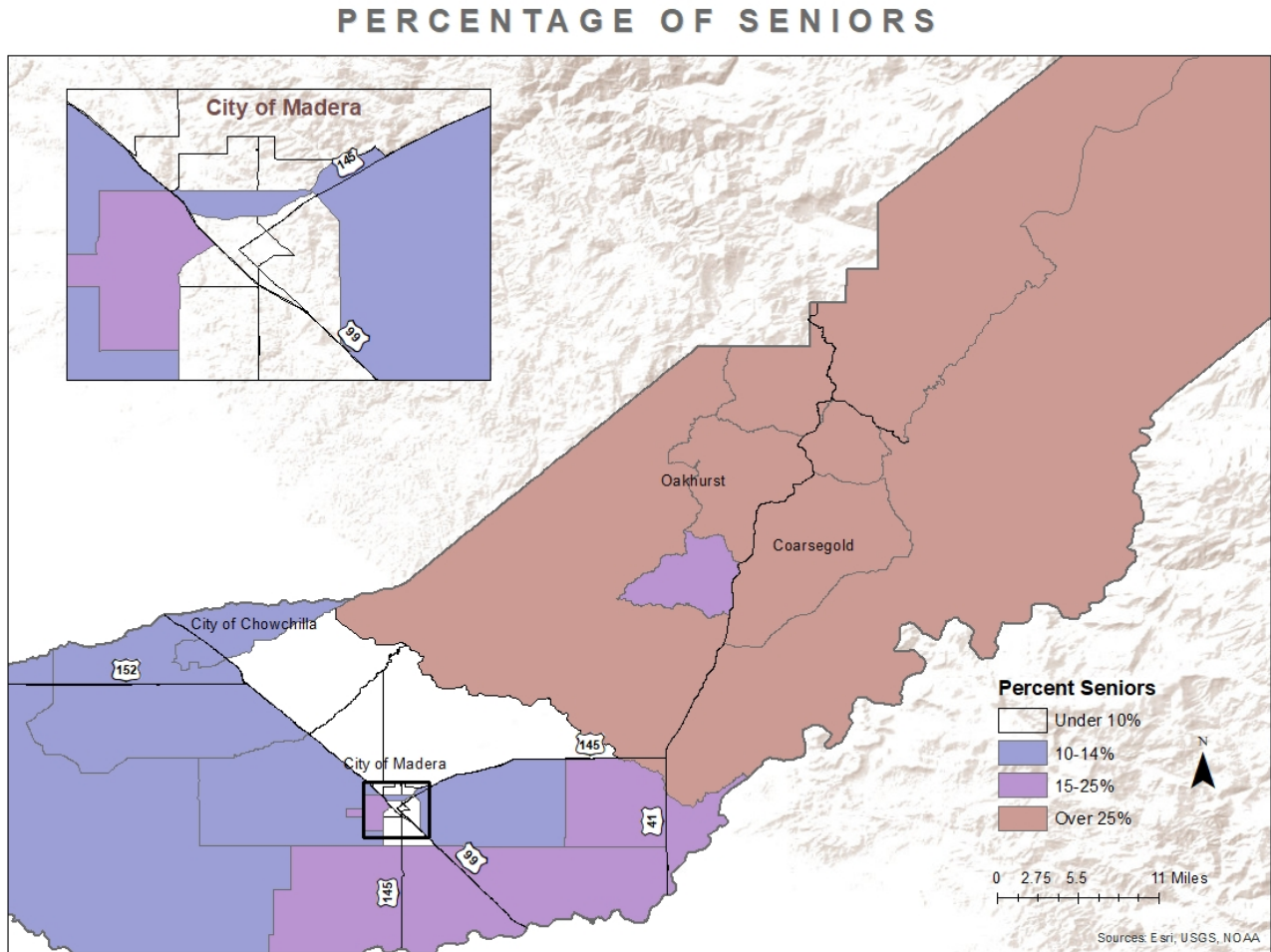
Figure 1: 2019 Estimate of Population 65+



Source: U.S. Census Bureau, 2015-2019 5-Year ACS (Table B01001)

Figure 2, below, shows the geographic concentrations of the over 65 populations by census tract. The darker colors reflect a higher percentage of elderly population, while lighter colors identify a lower percentage.

Figure 2: Distribution of Populations Age 65 or Older by Census Tract



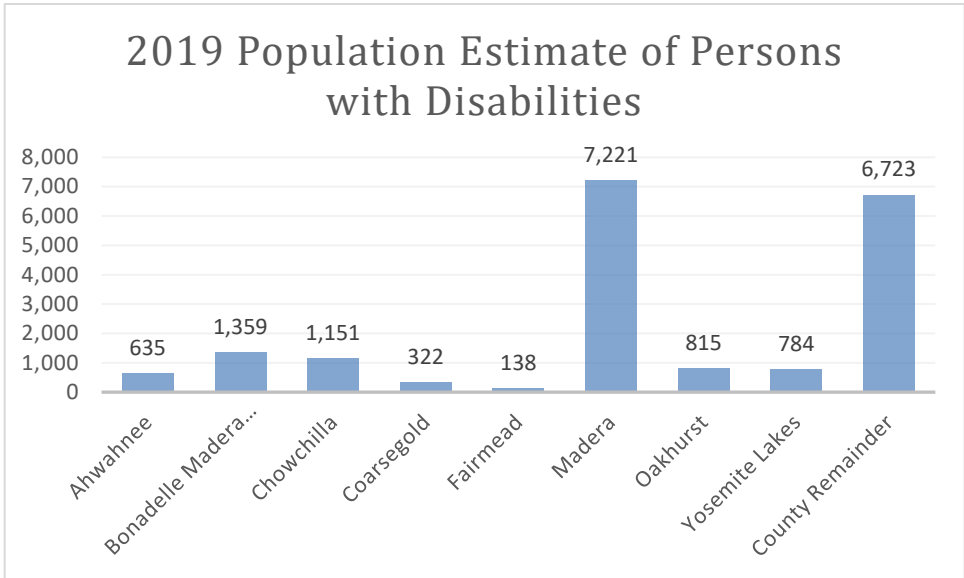
Source: U.S. Census Bureau, 2019 5-Year ACS (Table B01001)

As shown in Figure 2 above, based on overall population in each census tract, the most concentrated populations of people aged 65 years or older are in the eastern part of Madera County.

ASSESSING TRANSIT DEPENDENCY BY DISABILITY

According to the U.S. Census Bureau, respondents who report anyone of having the following six disability types, are considered to have a disability: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, or independent living difficulty. In the 2015-2019 ACS 5-Year Estimates, it was determined that approximately 12% of the total civilian noninstitutionalized population within Madera had a disability. Figure 3, below, provides a population breakdown of persons with disabilities by jurisdiction in Madera County.

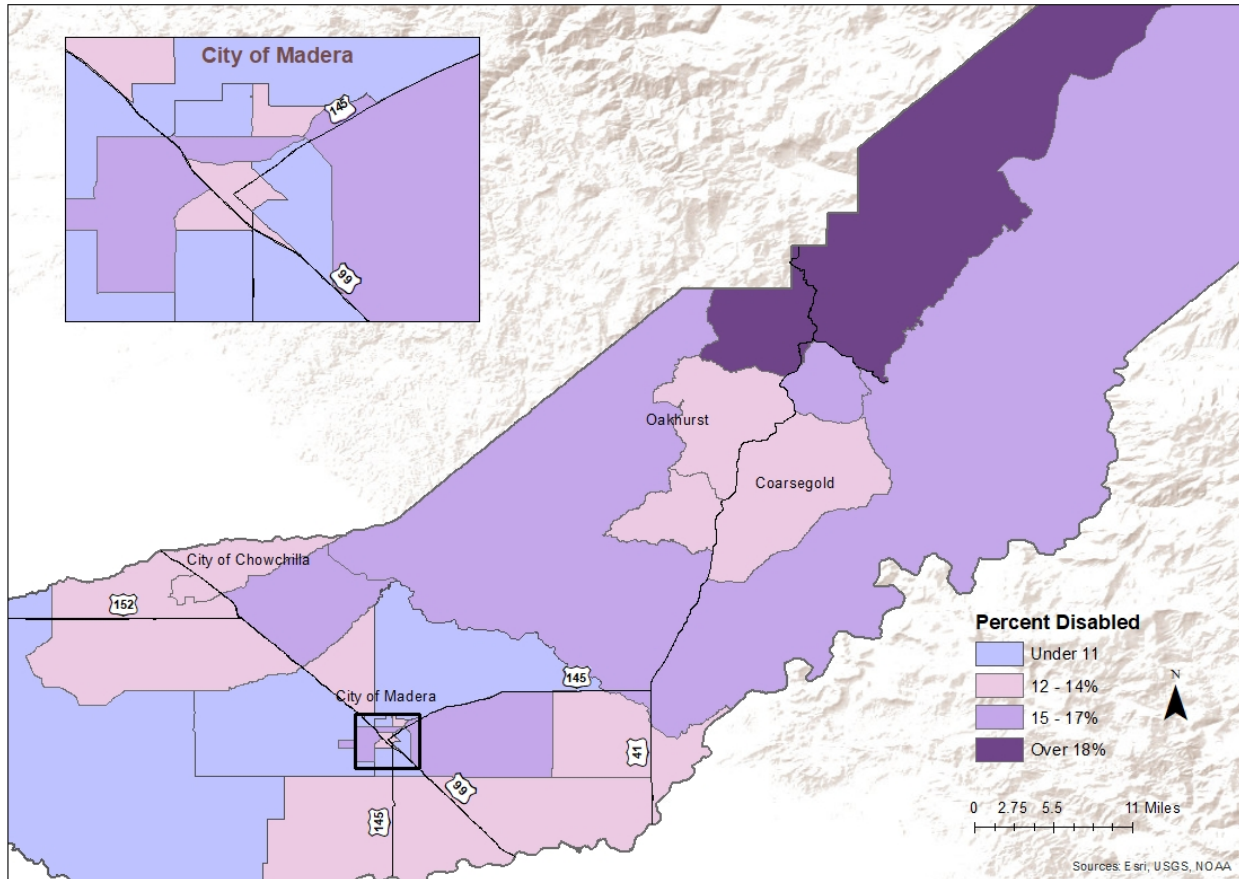
Figure 3: 2019 Population Estimate of Persons with Disabilities



Source: U.S. Census Bureau, 2015-2019 5-Year ACS (Table S1810)

Using 2019 ACS data, Figure 4, on the following page, identifies the distribution of disabled populations over the age of 65 within Madera County by census tract. The lighter portions of the map designate a lower percentage of disabled people living in the census tract, while the darker portions of the map designate a higher percentage of disabled people living in the census tract.

PERCENTAGE OF PERSONS WITH DISABILITIES



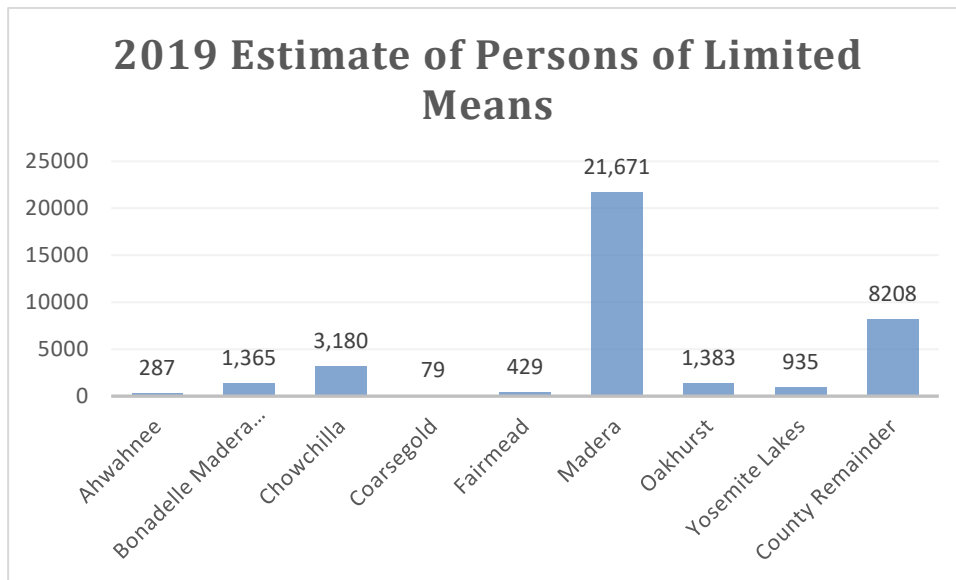
Source: U.S. Census Bureau, 2019 5-Year ACS (Table B01001)

As illustrated in Figure 4 above, there are higher percentages of persons with a disability located near the City of Madera, City of Chowchilla, Fairmead, and a portion of Eastern Madera County with lower percentages in the western part of the county as well as a portion of Eastern Madera County.

ASSESSING TRANSIT DEPENDENCY BY INCOME (PERSONS OF LIMITED MEANS)

The 2019 ACS provides an estimated breakdown of individuals in Madera County whose income was determined to be 100% below the federal poverty level (FPL). The ACS data estimates that as of 2019, 24% (37, 537) of Madera County’s population were identified as persons of limited means. Madera and Chowchilla are the cities that have the largest populations of persons of limited means, accounting for 58% and 8.5% respectively, of the County’s total population of this group. Figure 5, below, provides a further breakdown of the estimated population of persons of limited means living within Madera County.

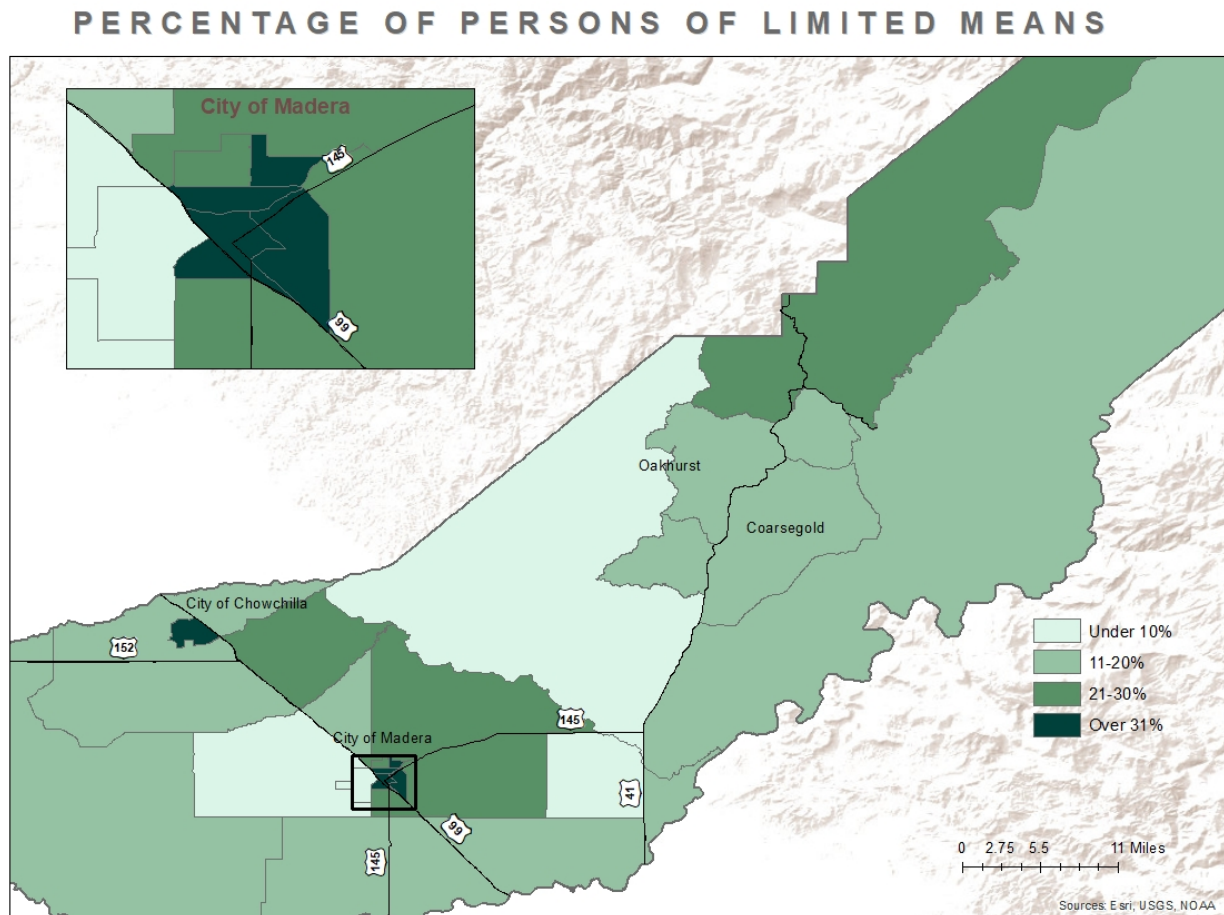
Figure 5: 2019 Estimate of Persons of Limited Means



Source: U.S. Census Bureau, 2015-2019 5-Year ACS (Table S1701)

The following map shows the concentration of persons living below poverty level by census tract. Darker colors reflect a higher percentage of people living in poverty, while lighter colors reflect a lower percentage.

Figure 6: Population Distribution of Persons of Limited Means by Census Tract



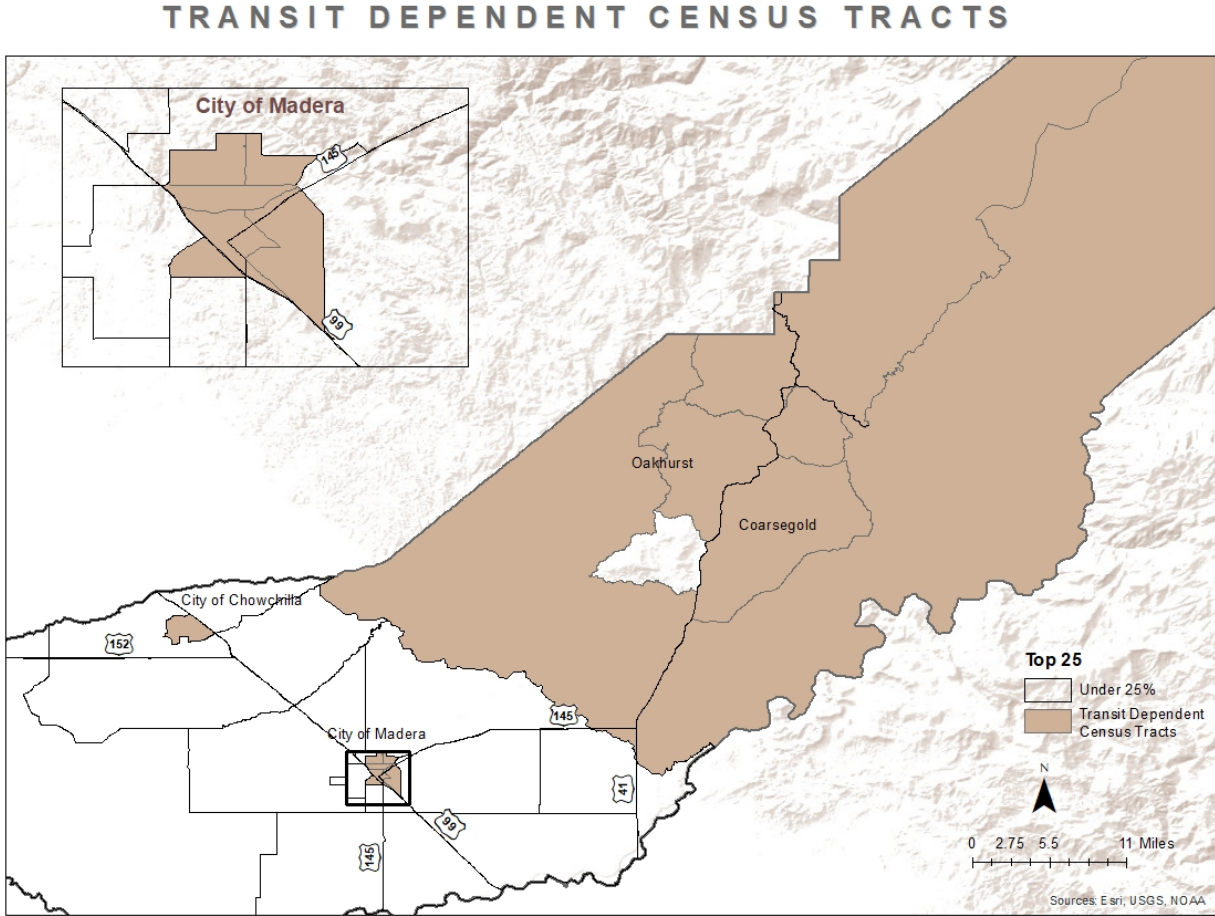
Source: U.S. Census Bureau, 2017 5-Year ACS (Table S1701)

As shown on the map above, the highest percentages of people living below the FPL are in the areas of Madera and Chowchilla. Public transit systems in these cities provide key transportation options to those who may not have an automobile due to their low income.

TRANSIT DEPENDENT CENSUS TRACTS

Figure 7 below identifies the census tracts that have a higher probability of having populations that are transit dependent. The census tracts with populations in the top 25 percent of each dataset (senior population, population of persons with a disability, and low-income population) were used to determine the areas that were more likely to have transit dependent populations.

Figure 7: Distribution of Most Transit Dependent Populations by Census Tract



The highest concentrations of potentially transit dependent persons are located within the urban areas of Madera and Chowchilla, and the rural Eastern Madera County.

MCTC will continue to update each year’s assessment to include all current and relevant data pertaining to the size and location of transit dependent groups within Madera County.

Transportation Services in Madera County

CITY OF MADERA

The City of Madera and its environs are served by a number of public and private transportation providers. The City operates the Madera Metro fixed-route system and Dial-A-Ride, a general public demand-responsive system. Both

services are operated under contract with MV Transit. The fixed-route system is operated weekdays from 7:00 a.m. to 6:30 p.m. and Saturdays from 9:00 a.m. to 4:00 p.m. Service operated primarily within the City limits, as shown in Figure 9 . The system transports over 55,000 riders annually.

Dial-A-Ride is a general public system primarily serving the elderly and disabled. The service operated weekdays from 7:00 a.m. to 6:30 p.m., Saturdays from 9:00 a.m. to 4:00 p.m. and Sundays from 8:30 a.m. to 2:30 p.m. The system operates within the Madera urban area covering a five-mile radius from the downtown area, as depicted in Figure 10, and transports 4, 000 riders annually. The County of Madera contracts with the City of Madera to provide this transit service outside the Madera city limits.

Figure 8: Madera Metro Service Area Map

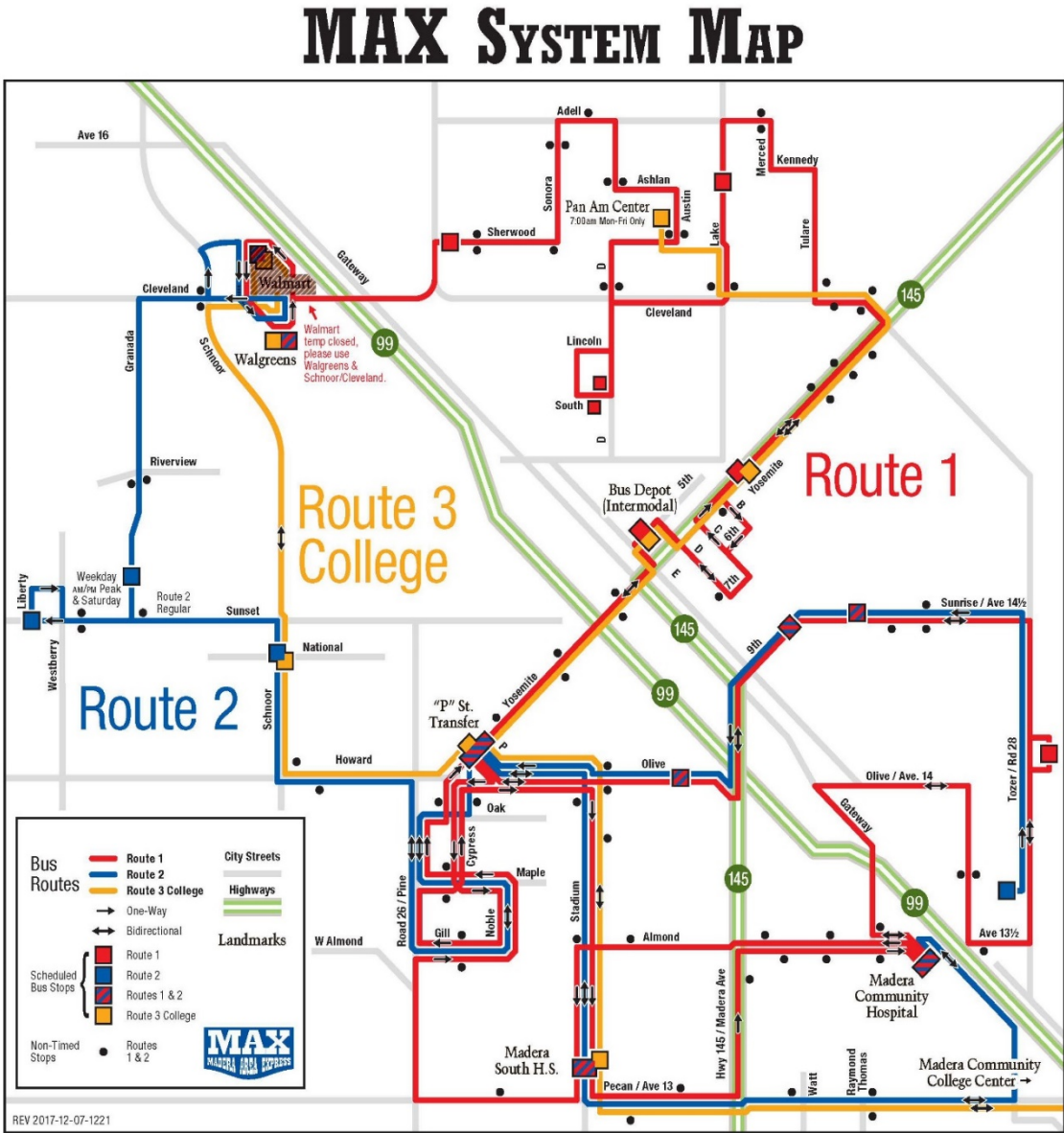
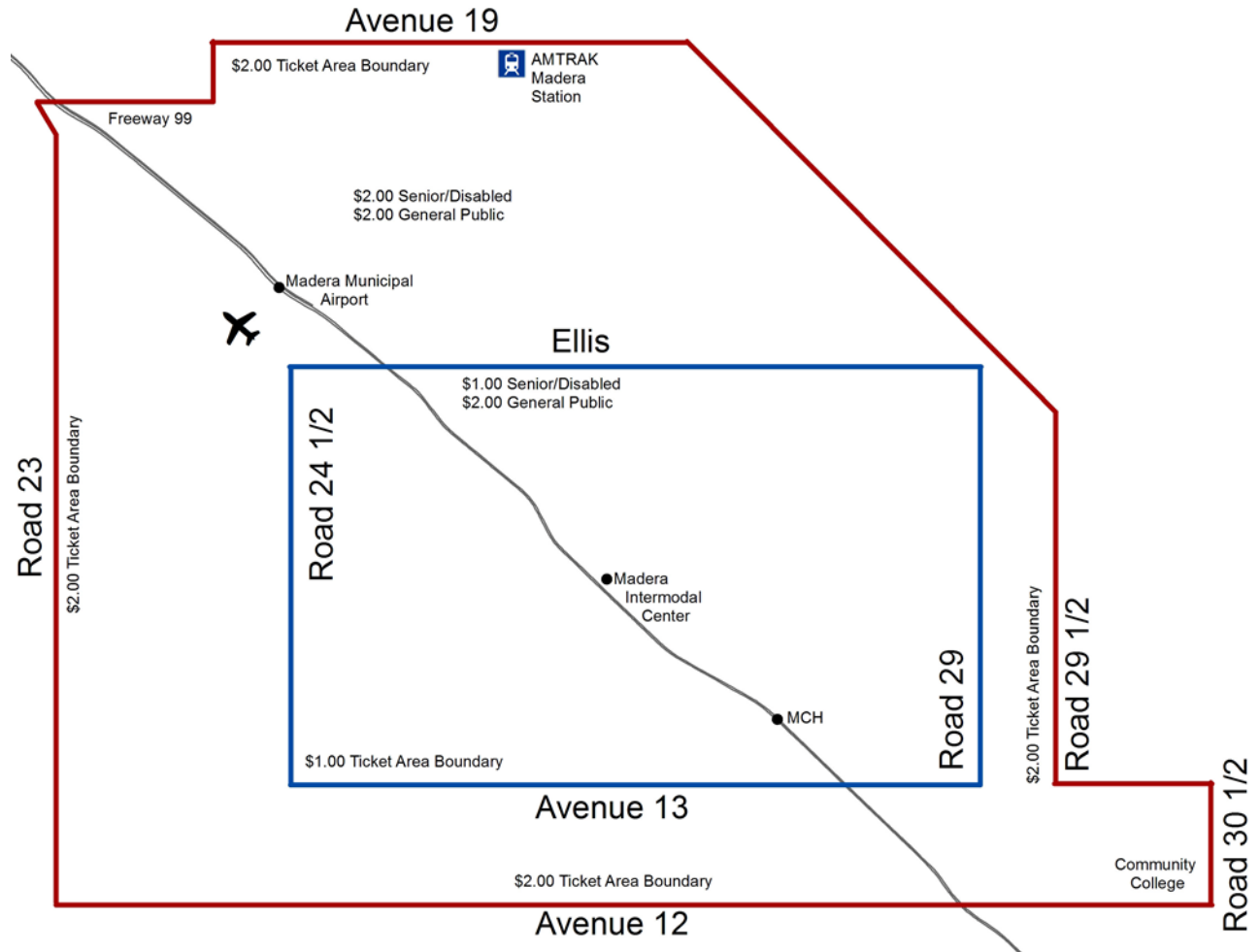
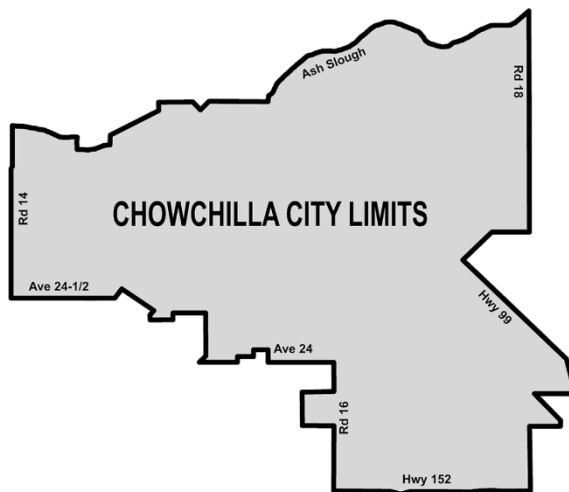


Figure 9: DAR Service Area Map



CITY OF CHOWCHILLA

The City of Chowchilla operate Chowchilla Area Transit Express (CATX), a general public, demand-responsive service. CATX service was initiated in 1995 and incorporated the senior bus program. Service is offered weekdays from 7:30 a.m. to 5:00 p.m. As shown in Figure 10, the CATX service area encompasses the City limits of Chowchilla.



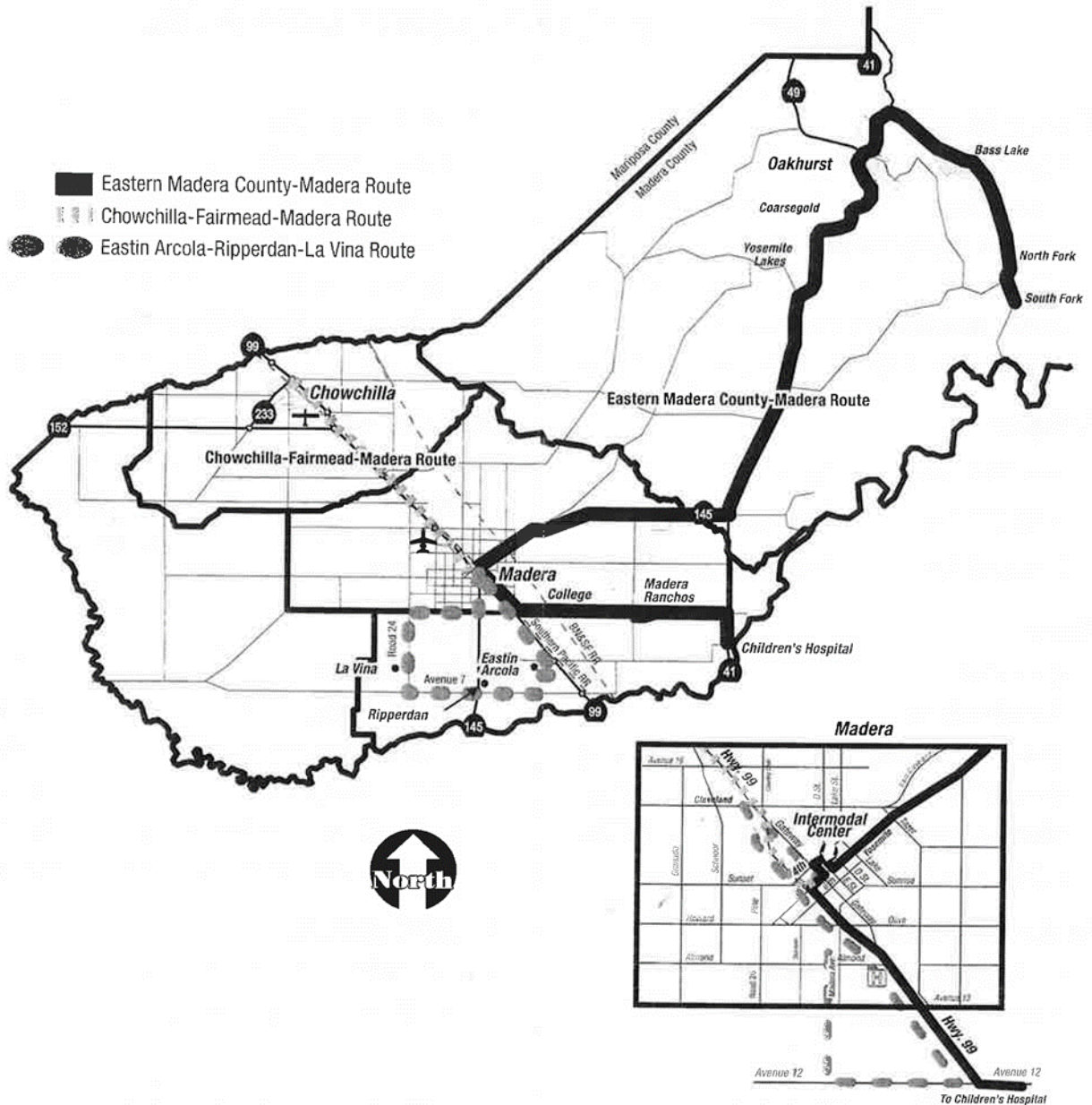
COUNTY OF MADERA

Madera County currently manages a general public, fixed-route system, a specialized senior transit service and a demand-response service, which is operated by Fresno Economic Opportunities Commission. The Madera County Connection (MCC) is an inter-city fixed-route bus service. The Eastern Madera County Senior Bus Program, an intra-community demand-response bus service, serves seniors and disabled residents and the Eastern Madera County Escort Program is an inter-city demand-response bus service.

As shown in Figure 11, MCC operates three fixed-routes. The Eastern Madera route serves the communities of North Fork, Oakhurst, and Coarsegold, extending to the Madera Ranchos and the Children’s Hospital of Central California via the City of Madera. The Chowchilla/Fairmead route provides service between the City of Madera, Fairmead, and the City of Chowchilla. The Eastin Arcola/Ripperdan/LaVina route provides service from the City of Madera to the communities of La Vina, Ripperdan, and Eastin Arcola every Wednesday and Friday. MCC operates weekdays from about 6:00 a.m. to 9:00 p.m. on the Eastern Madera County route and from 7:00 a.m. to 7:00 p.m. on the Chowchilla/Fairmead route. The Eastin Arcola/Ripperdan/La Vina route is schedule on Wednesday and Friday from 8:45 a.m. to 2:00 p.m. The County initiated additional runs on this route beginning July 2020. One was added in mid-morning departing the intermodal center at approximately 11:20am and one at 3:35pm. This program was discontinued after a six month period due to lack of ridership.

Figure 11: MCC Service Area Map

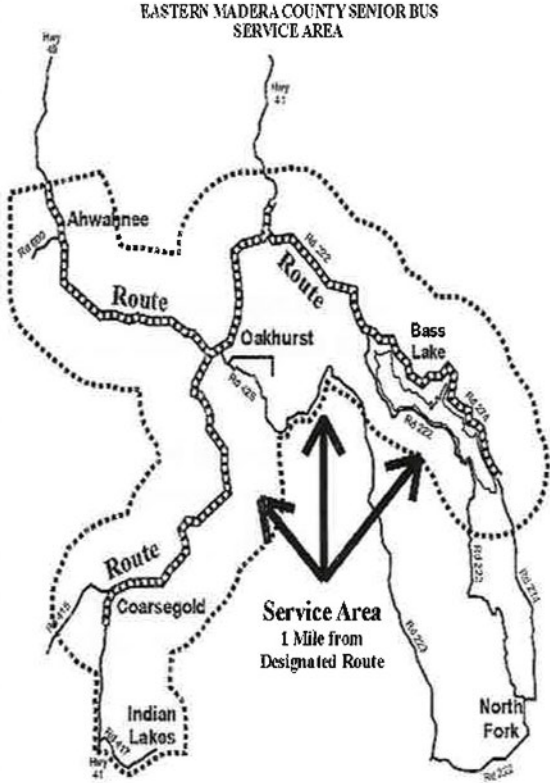
MADERA COUNTY CONNECTION SYSTEM MAP



The Eastern Madera County Senior Bus has been in operation since 1983. It is a demand-response service operating Monday through Friday (except holidays) from 9:00 a.m. to 4:00 p.m. This program serves Eastern Madera County seniors 60 years and older and disabled residents. As shown in Figure 12, the service area encompasses a large region, including Oakhurst, Bass Lake, Coarsegold, and Ahwahnee.

The Escort Program has been in operation since 1988 as a demand-response, general public transportation service. The system provides medical-related appointments in Madera and Fresno Counties. It serves Eastern Madera County general public residents with an emphasis on service senior residents 60 years and older and the disabled. Service is provided on Tuesdays and Thursdays from 8:30 a.m. to 4:30 p.m. A 24-hour advanced reservation is required, except for medical emergencies. Individuals requesting a ride are required to contact the Exchange to schedule their trip. The Escort Program serves the area covered by the Senior Bus, but also serves the community of North Fork and offers trips beyond the Eastern Madera County Region as far as the Cities of Madera, Fresno, and Clovis.

Figure 12: Eastern Madera County Senior Bus Service Area Map



Other Transportation Providers

CALVANS (CALIFORNIA VANPOOL AUTHORITY)

CalVans is a ridesharing program with safe, affordable vans that allow employees to drive themselves and others to work, while once agricultural farmworker vanpool program, the service has grown beyond the agricultural industry to include general labor and student vanpooling. CalVans is sponsored by the California Vanpool Authority and currently has vanpools originating in 22 counties in California including Madera, Fresno, Kings, Merced, San Joaquin, and Tulare.

YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM (YARTS)

YARTS provides public transit in the Yosemite region, with buses entering Yosemite Valley from Merced, Mammoth Lakes, Sonora, and Fresno – as well as many different towns along the way. YARTS began service in May 2000, and now provides an alternative to driving to nearly 100,000 riders per year. YARTS is managed by the Merced County Association of Governments and offers rides to all visitors to Yosemite.

MADERA COUNTY TRANSIT SERVICES STATISTICS

Table 3 Madera County Transit Service FY 2020-21

TRANSIT SERVICE	PASSENGERS	REVENUE MILES	REVENUE HOURS
Fixed Routes	69,429	770,698	23,837
Para-Transit	16,811	79,280	7,373
totals	86,240	849,978	31,210

AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS

The Americans with Disabilities Act (ADA) requires that all public transit buses be accessible to individuals with disabilities. Currently, all buses used by each transit agency in Madera County meet this requirement. The front of every bus has priority seating for seniors and disabled riders. All buses have lift mechanisms to assist riders in wheelchairs or with other mobility impairments to board.

In addition, the City of Madera provides complementary paratransit services to individuals with disabilities who cannot use fixed-route bus service. This service is demand-response and curb-to-curb service provided within approximately a five-mile radius of the City's downtown Intermodal Center. All buses used for paratransit by the City of Madera are lift-equipped.

REDUCED FARES

Due to the pandemic fares for Seniors, the disabled, and Medicare cardholders are currently waived. In addition, the following agencies purchase bus tickets or passes from Madera Metro/DAR and distribute them (in some cases at no charge) to their clients or students.

- Madera Metro
- City of Madera Parks Departments
- Madera County Health Department
- Madera County Schools
- Madera County Unified School District
- Camarena Health
- Central Valley Opportunity Center (CVOC)
- Crescent View South Charter School
- Madera Community Hospital
- North Fork Tribal
- Community Action Partners
- Madera Rehab
- Madera Community College

COORDINATED TRANSIT SERVICE PLAN

The Madera County Coordinated Public Transit Human Services Plan was updated and adopted by MCTC in July 2015 in response to requirements established by SAFETEA-LU and upheld by MAP-21. This document outlines existing public and private social service transportation systems within Madera County and offers strategies for improvement of transportation service through increased coordination and consolidation.

SOCIAL SERVICE TRANSPORTATION PROVIDERS

Various social service providers throughout Madera County offer specialized transportation service for their clients. These services tend to address the needs that public transit cannot reasonably meet, including evening service, non-emergency medical transport, and job training transport, to name a few. MCTC regularly inventories the various area transit providers to prevent duplication of services and thereby the waste of resources.

ADDITIONAL TRANSPORTATION SERVICES AND ASSISTANCE

- TRI-COUNTY MEDICAL TRANSPORT

Tri County Medical Transport operates out of Reedley CA, in Fresno County. The company works with many insurance companies. The services cover the following counties: Fresno, Tulare, Kings, Kern, Merced and Madera. They provide a non-emergency service for clients who require daily transportation to varying doctor's appointments as well as dialysis visits. Tri County carries a variety of vehicles which can range from wheelchair accessible vans and minivans to non-wheelchair accessible cars. The company started out with 5 vehicles in a 15,000-square foot facility, but is now operating with over 80 vehicles and an 86,000-square foot location. With over 100 current employees they have their own mechanic shop, call center, dispatch center, billing department.

- CENTRAL VALLEY REGIONAL CENTER

Central Valley Regional Center serves as an advocate for persons with developmental disabilities. It identifies specific client and family needs and establishes a person-centered plan and provides the most effective client services through utilization of community resources. It also assists the community in the prevention and early identification of developmental disabilities.

PRIVATE PROVIDERS

Several private carriers provide inter-city services, including Greyhound and Madera Cab Company. Greyhound operates seven days a week from the City of Madera's Downtown Intermodal Center on North "E" Street. Madera Cab Company provides service in Madera County seven days a week, 24 hours a day. In addition to those private transit services listed above, other private medical transit services are available within the County.

PASSENGER RAIL/SUPPORT FACILITIES

Madera County is served by the Burlington Northern Santa Fe (BNSF) and the Union Pacific (UP) Railroads. Amtrak operate seven days a week with fifteen (15) daily stops in Madera along the BNSF Railroad alignment. The station is located on Avenue 15 ½ and Road 29. The nearest stop to the north is Merced and to the south, Fresno. Amtrak services are provided on the BNSF tracks located east of Madera. The *San Joaquin* Amtrak route provides passenger rail service to Oakland five times a day, Bakersfield six times a day, and Sacramento three times a day. Amtrak also provides thruway bus service from various rail stations along the San Joaquin route to cities that are not accessible by rail, such as Los Angeles, San Francisco and San Jose.

ADEQUACY OF EXISTING SERVICE

Transportation is available in most areas of Madera County, including the remote unincorporated community of Raymond. Service is provided not only within each urbanized area, but also between urbanized areas. Passengers can easily get from most areas of the County to any other area using public transit. They can also travel into the neighboring counties of Merced by passenger rail and Fresno by bus service. Service is also available for those who are unable to ride traditional fixed-route transit.

Although adequate transit service is available for the residents of Madera County, there is always room for improvement. Service may not be available at all times or on all days. Travel between some areas may require the use of several different services. MCTC meets with the SSTAC on a quarterly basis to evaluate the adequacy of the region's current transit operations and further identify any unmet transit needs that may or may not be reasonable to meet. The region's public transit operators and social services agencies continue to cooperatively adjust their services to feasibly meet any identified unmet transit need throughout the year.

FARMWORKER VANPOOL ANALYSIS

CalVans is a ridesharing program with safe, affordable vans that allow employees to drive themselves and others to work, while once agricultural farmworker vanpool program, the service has grown beyond the agricultural industry to include general labor and student vanpooling. CalVans is sponsored by the California Vanpool Authority and currently serves the Counties of Madera, Fresno, Imperial, Kern, Kings, Merced, Monterey, Riverside, Santa Barbara, San Joaquin, Tulare, and Ventura, Santa Cruz, San Benito, San Bernardino, Stanislaus, and San Luis Obispo. Currently, there are 9 vans that operates out of the County of Madera. MCTC has not received any request from an interested party identifying a direct need for vans or equipment needed for a farmworker vanpool program. As part of the unmet transit needs assessment process, no further analysis is required. However, MCTC will continue to coordinate with CalVans, and social service providers to identify if any future needs in this area are present, and determine feasible means to address those needs.

Unmet Transit Needs Assessment

During this year's unmet transit needs assessment, staff received a total of 15 public comments regarding potential unmet transit needs and service improvement requests in the region. Due to COVID-19, MCTC did not receive the same amount of comments that have been received in the past. Based on the Madera County Transportation Commission's adopted definitions of "unmet transit need" and "reasonable to meet", **unmet transit needs, including those that are not reasonable to meet**, were identified.

PUBLIC OUTREACH

Pursuant to TDA regulations, MCTC is required to conduct at least one public hearing to receive potential unmet transit needs from the public. MCTC planned for the required public hearing and an additional workshop however, due to COVID-19, MCTC was only able to host the public hearing via GoToWebinar. MCTC also emphasized the importance of submitting comments via email, phone, or mail.

Below is a list of places where the public hearing was publicized:

- Notice of the public hearing was circulated in the Madera Tribune on March 13, 2021 (Figure 13, below).

- Notice and information regarding the hearing was posted on maderactc.org and MCTC's Facebook page
- Information, schedules, and fliers regarding the hearing were included in the meeting agendas for the Technical Advisory Committee, Social Services Transportation Advisory Council and the Madera County Transportation Commission's Policy Board in April 2021. The flier (in English and Spanish) contained information about the hearing dates, background information regarding the purpose of the hearings and unmet transit needs, and how residents could personally participate in the unmet transit needs process. See Figure 14 and 15.
- The flier was also posted on Madera Metro buses, MCC buses, and CATX buses.
- Notice of the hearing was distributed via the Chowchilla Chatter which serves the City of Chowchilla, the City of Madera, and the Mountain Area. See Figure 16.
- An article about the Unmet Transit Hearing was posted in the Ranchos Independent, a local newspaper for South East Madera area. See Figure 17 and 18.
- Information regarding the hearing were either mailed or emailed to a list of interested individuals and organizations. See Table 4 below.

A Spanish language interpreter was available at the virtual hearing.

Figure 13: Proof of Publication

Proof of Publication

(2015.5 C.C.P.)

NOTICE OF PUBLIC HEARING

MADERA COUNTY TRANSPORTATION COMMISSION

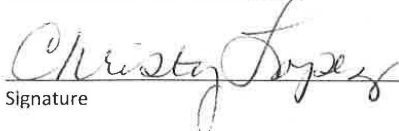
REF. NO. 3852

STATE OF CALIFORNIA)
)
) ss.
County of Madera)

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the Madera Tribune, a newspaper of general circulation, published in the City of Madera, County of Madera, and which newspaper has been adjudged a newspaper of General circulation by the Superior Court of the County of Madera, State of California, under the date of November 9, 1966, Case Number 4875 that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

MARCH 13, 2021

I certify or declare under penalty of perjury that the foregoing is true and correct.


Signature

DATED: MARCH 13, 2021

Proof of Publication
The Madera Tribune | P.O. BOX 269 | Madera CA 93632
Adjudged a newspaper of general circulation by court decree No. _____
The Madera Tribune

PUBLIC NOTICE MADERA COUNTY TRANSPORTATION COMMISSION GIVING NOTICE OF HEARING

The Madera County Transportation Commission (MCTC) will hold a Public Hearing to take testimony regarding transportation needs within Madera County. The hearing will be held on Wednesday, April 21, 2021 at 3:00 p.m., via GoToWebinar. Due to these unprecedented times, this meeting will only be held virtually. To participate in the live hearing, you must follow the link below and register to attend:

<https://attendee.gotowebinar.com/register/5495449689009231375>

After registration, you will receive important information about how to call-in to the Webinar.

MCTC Staff **strongly** encourages you to submit your comment utilizing other strategies such as our online survey, email, mail, or by phone. Each comment received will be read to the Board directly to make sure your voice is heard. One of the aforementioned ways to submit a comment will be the best and most effective, given the current circumstances.

A Spanish language interpreter will be available during the public hearing for those who wish to testify before the Commission in Spanish. If you would like to testify in a language other than Spanish and English or require other special accommodations in order to testify, please contact the Commission by April 15, 2021, by 3:00 pm.

Under the California Transportation Development Act (TDA), this hearing opportunity is provided annually to take testimony on potential unmet transit needs within the region. The Commission must, subsequent to the hearing, make a determination whether the needs presented are "reasonable" to meet. After all "reasonable" needs have been met through the expansion of existing services, or the creation of new transit systems, the Commission may release remaining TDA funds for street and road purposes (repair, reconstruction, etc.).

Members of the public, interested agencies, and civic groups are encouraged to provide your comment to MCTC Staff regarding any transportation needs not being met by the current system. Testimony should be as specific as possible with regard to those citizens, or groups of citizens, not currently served by transit, the requested type and amount of transit service, the geographic area in which service is needed, and any other supporting evidence of information, which will help in the evaluation of the "reasonableness" of the requested service.

Those that are unable to participate in the hearing via GoToWebinar are encouraged to submit their comments in writing prior to April 21, 2021 for inclusion in the public record. You may email publiccomment@maderact.org, call 559-675-0721, send your comment to 2001 Howard Road, Suite 201, Madera, CA 93637 or take the survey at the below link:

<https://www.surveymonkey.com/r/UTN2021>

NOTIFICACIÓN PÚBLICA DE LA COMISIÓN DE TRANSPORTE DEL CONDADO DE MADERA DA AVISO DE AUDIENCIA PÚBLICA

La Comisión de Transporte del Condado de Madera (MCTC, por sus siglas en inglés) llevará a cabo una Audiencia Pública para tomar testimonio en cuanto a las necesidades de transporte dentro del Condado de Madera. La audiencia tendrá lugar el miércoles, 21 de abril, 2021 a las 3:00 p.m., a través de un seminario web, GoToWebinar. Debido a estos tiempos sin precedentes, esta reunión solo se llevará a cabo virtualmente. Para participar en la audiencia en vivo, debe seguir el siguiente enlace y registrarse para asistir:

<https://attendee.gotowebinar.com/register/5495449689009231375>

Después del registro, recibirá información importante sobre cómo llamar al seminario web.

El personal de MCTC le **recomienda encarecidamente** que envíe su comentario utilizando otras estrategias, como nuestra encuesta en línea, correo electrónico, correo postal o por teléfono. Cada comentario recibido se leerá directamente a la Junta para asegurarse de que se escuche su voz. Una de las formas antes mencionadas de enviar un comentario será la mejor y más efectiva dadas las circunstancias actuales.

Un intérprete de español estará disponible durante la audiencia pública para aquellos que deseen testificar ante la Comisión en español. Si desea testificar en un idioma que no sea español o inglés o necesita otras adaptaciones especiales para testificar, comuníquese con la Comisión antes del 15 de abril de 2021, antes de las 3:00 p.m.

Bajo el Acta del Desarrollo de Transportación de California (TDA, por sus siglas en inglés), esta oportunidad de audiencia se proporciona anualmente para tomar testimonio sobre las posibles necesidades no cumplidas dentro de la región. La Comisión tiene que, posteriormente de la audiencia, hacer una determinación de si las necesidades presentadas son "razonables" como para cumplirlas. Después que todas las necesidades "razonables" han sido cumplidas por medio de la ampliación de servicios ya existentes, o por la creación de nuevos sistemas de tránsito, La Comisión podrá soltar fondos restantes del TDA para propósitos de calles y caminos (reparación, reconstrucción, etc.).

A los miembros del público, agencias interesadas, y grupos cívicos se les anima a comparecer y dar testimonio sobre cualquier necesidad de transporte que no se esté cumpliendo por el sistema actual. El testimonio ha de ser tan específico como sea posible en lo que toca a aquellos ciudadanos, o grupos de ciudadanos que actualmente no sean servidos por el tránsito, el tipo y cantidad de servicio de tránsito que se esté pidiendo, el área geográfica en el cual se necesite el servicio y cualquier otra evidencia de datos en apoyo, que ayudarán en la evaluación de lo "razonable" del servicio pedido.

Se anima a aquellos que no pueden participar en la audiencia a través del GoToWebinar a enviar sus comentarios por escrito antes del 15 de abril de 2021 para su inclusión en el registro público. Puede enviar un correo electrónico a publiccomment@maderact.org, llamar al 559-675-0721, enviar su comentario a 2001 Howard Road, Suite 201, Madera, CA 93637 o completar la encuesta en el siguiente enlace:

Figure 14: Unmet Transit Needs Hearing Flier 2021- English

DO YOU OR SOMEONE YOU KNOW HAVE A PUBLIC TRANSIT NEED THAT IS NOT BEING MET?

2021 UNMET TRANSIT NEEDS ASSESSMENT PUBLIC COMMENT PROCESS

The Madera County Transportation Commission's Social Services Transportation Advisory Council would like to hear from you! If you would like to provide comments on public transit needs in Madera County, please submit your written comments.

UNMET TRANSIT NEEDS PUBLIC HEARING	IF YOU WISH TO CALL IN TO THIS WEBINAR, YOU WILL BE IN LISTEN ONLY MODE UNLESS YOU REGISTER AND JOIN THE ACTUAL ONLINE WEBINAR.
WEDNESDAY, APRIL 21, 2021 - 3:00 PM	
GOTOWEBINAR REGISTRATION LINK: HTTPS://ATTENDEE.GOTOWEBINAR.COM/REGIS TER/5495449689009231375	TELECONFERENCE #: 1 866 901 6455 ACCESS CODE: 451-547-986

Given the current circumstances, MCTC's Board Room is closed. MCTC strongly encourages you to submit your public comments via survey, email, mail, or by phone. Each individual comment will be read to the MCTC Board to ensure your voice is heard.

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

2001 Howard Road, Suite 201,
Madera, CA 93637

Or email them to:
evelyn@maderactc.org

Or by telephone:
(559) 675-0721 ext. 18

**CONSIDER
TAKING OUR
SURVEY!**

SCAN



HERE



In partnership with the following public transit agencies:

- Madera Metro
- Madera County Connection
- Chowchilla Area Transit

Figure 15: Unmet Transit Needs Hearing Flier 2021- Spanish

¿USTED O ALGUIEN QUE CONOCE TIENE UNA NECESIDAD DE TRANSPORTE PÚBLICO QUE NO SE ESTÁ CUMPLIENDO?

2021 EVALUACIÓN DE LAS NECESIDADES DE TRÁNSITO INSATISFECHAS PROCESO DE COMENTARIOS PÚBLICOS

¡El Consejo Asesor de Transporte de Servicios Sociales de la Comisión de Transporte del Condado de Madera quisiera escucharlo! Si desea proporcionar comentarios sobre las necesidades de transporte público en el condado de Madera, envíe sus comentarios por escrito.

AUDIENCIA PÚBLICA PARA NECESIDADES DE TRANSITO INSATISFECHAS

MIÉRCOLES, ABRIL 21, 2021 - 3:00 PM

GOTOWEBINAR
ENLACE DE REGISTRO:
[HTTPS://ATTENDEE.GOTOWEBINAR.COM/REGISTREAR/5495449689009231375/](https://attendeegotowebinar.com/registrear/5495449689009231375/)

SI DESEA SOLO LLAMAR AL WEBINAR, SOLO PODRA ESCUCHAR EL WEBINAR, NECESITA REGISTRARSE PARA PODER PARTICIPAR.

TELECONFERENCIA #:
1 866 901 6455

CODIGO DE ACCESO: 451-547-986

Dadas las circunstancias actuales, la sala de juntas de MCTC está cerrada. MCTC le recomienda **encarecidamente** que envíe sus comentarios públicos a través de una encuesta, correo electrónico, correo postal o por teléfono. Cada comentario individual se leerá a la Junta de MCTC para garantizar que se escuche su voz.

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

2001 Howard Road, Suite 201,
Madera, CA 93637

O envíe un correo a:
evelyn@maderactc.org

O por teléfono:
(559) 675-0721 ext. 18



En asociación con las siguientes
agencias de transporte público:

Madera Metro
Madera County Connection
Chowchilla Area Transit

¡CONSIDERE
TOMAR LA
ENCUESTA!

ESCANEE



AQUÍ

Table 4: List of Interested Individuals and Organizations

AGENCY	ADDRESS
City of Chowchilla	145 Robertson Boulevard, Chowchilla, CA 93610
MV – Dial-A-Ride	123 North E Street #102, Madera, CA 93638
Madera County Health Department	14215 Road 28, Madera, CA 93637
City of Madera	205 West 4 th Street, Madera, CA 93637
Department of Social Services	P.O. Box 569, Madera, CA 93639
Community Action Partnership of Madera County	1225 Gill Avenue, Madera, CA 93637
Heartland Opportunity Center	323 North E Street, Madera, CA 93638
Center for Independent Living	1225 Gill Avenue, Madera, CA 93637
First 5 Madera County	525 E Yosemite Avenue, Madera, CA 93638
Madera Parks and Community Services	1030 South Gateway Drive, Madera, CA 93637
Madera County Health Department – Comprehensive Prenatal Outreach	14215 Road 28, Madera, CA 93638
Moy and Associates	6082 Millerton Road, Friant, CA 93626
Camarena Health Centers, INC.	201 South B Street, Madera, CA 93638
Madera Coalition for Community Justice	P.O. Box 817, Madera, CA 93639
Fresno-Madera Area Agency on Aging	3845 North Clark Street #103, Fresno, CA 93726
Community Integrated Work Program	980 Emily Way, Madera, CA 93637
Kings View Community Services	P.O. Box 1288, Madera, CA 93639
Madera County Welfare Dept – Child Protective Services	P.O. Box 569, Madera, CA 93639
Picayune Rancheria of the Chukchansi Indians	46575 Road 417, Coarsegold, CA 93614
Madera Community Hospital	1250 East Almond Avenue, Madera, CA 93638
Madera County Social Services Department	629 East Yosemite Avenue, Madera, CA 93637
Oakhurst Sierra Senior Care	P.O. Box 122, Oakhurst, CA 93644
Oakhurst Area Chamber of Commerce	40343 Highway 41, Oakhurst, CA 93644
Madera County Mental Health Department	P.O. Box 1288, Madera, CA 93637
Madera Community College Center	30277 Avenue 12, Madera, CA 93638
Heartland Opportunity Center	323 North E Street, Madera, CA 93638
Oakhurst Counseling Center	49774 Road 426, Suite D, Oakhurst, CA 93644
Oakhurst Center	P.O. Box 1910, Oakhurst, CA 93644
Table Mountain Rancheria	P.O. Box 410, Friant, CA 93626
North Fork Rancheria	P.O. Box 929, North Fork, CA 93643
Sierra Mono Indian Museum	33103 Road 228, North Fork, CA 93643
American Association of Retired Persons	2713 Monocott Drive, Madera, CA 93637
Pacific Family Health Madera Dialysis	266 North Grove Industrial Drive, Fresno, CA 93727
Bass Lake Chamber of Commerce	P.O. Box 126, Bass Lake, CA 93604
Frank A. Bergon Senior Center	238 South D Street, Madera, CA 93637
Madera Adult Day Care & Respite Center	322 West 6 th Street, Madera, CA 93637
Golden Valley Chamber of Commerce	37167 Avenue 12, Suit 2C, Madera, CA 93638
Madera County Council on Aging	1030 South Gateway Drive, Madera, CA 93637
North Fork Chamber of Commerce	P.O. Box 426, North Fork, CA 93643
Chowchilla District Chamber of Commerce	P.O. Box 638, Chowchilla, CA 93610
Ranchos/Hills Senior Center	37330 Berkshire Drive, Madera, CA 93638
Madera Coalition for Community Justice	117 South Lake Street, Madera, CA 93638
Madera Chamber of Commerce	120 North E Street, Madera, CA 93638
Ranchos Hills Seniors	37300 Berkshire Drive, Madera, CA 93638
Rolling Hills Citizens Association	10293 Rolling Hills Drive, Madera, CA 93638
Coarsegold Chamber of Commerce	P.O. Box 815, Coarsegold, CA 93614
Madera Hispanic Chamber of Commerce	11110 El Capitan Drive, Madera, CA 93638
Leadership Counsel for Justice and Accountability	764 P Street, Suite 012, Fresno, CA 93721
INDIVIDUALS	
Cynthia Ortegon	Ray Luna
Daniel Rivera	Russell Shaw
Doris Harley	Sandra Martin
Gloria T Medina	
Gwendolyn Palmer	
Jose Munera	
Linda Clark	
Mike Fuller	
Modesta Avila	
Nancy Fitzgerald	
Pamela Mashack	

Figure 16: Chowchilla Chatter Flier, Bilingual

DO YOU OR SOMEONE YOU KNOW HAVE A PUBLIC TRANSIT NEED THAT IS NOT BEING MET?

2021 UNMET TRANSIT NEEDS ASSESSMENT PUBLIC COMMENT PROCESS

The Madera County Transportation Commission's Social Services Transportation Advisory Council would like to hear from you! If you would like to provide comments on public transit needs in Madera County, please submit your written comments.

UNMET TRANSIT NEEDS PUBLIC HEARING	IF YOU WISH TO CALL INTO THIS WEBINAR, YOU WILL BE IN LISTEN ONLY MODE UNLESS YOU REGISTER AND JOIN THE ACTUAL ONLINE WEBINAR.
WEDNESDAY, APRIL 21, 2021 - 3 PM	TELECONFERENCE #:
GOTOWEBINAR REGISTRATION LINK:	1 866 901 6455
HTTPS://ATTENDEE.GOTOWEBINAR.COM /REGISTER/5495449689009231375	ACCESS CODE: 451 - 547 - 986

Given the current circumstances, MCTC's Board Room is closed. MCTC strongly encourages you to submit your public comments via survey, email, mail or by phone. Each individual comment will be read to the MCTC Board to ensure your voice is heard. Attendance is not mandatory for participation. If you are unable to attend the GoToWebinar hearing, please send your written comments to:

2001 Howard Road, Suite 201 - Madera, CA 93637

Or email: evelyn@maderactc.org

Or phone: (559)675-0721 ext. 18



In partnership with the following public transit agencies:
Madera Metro - Madera County Connection - Chowchilla Area Transit



¿USTED O ALGUIEN QUE CONOCE TIENE UNA NECESIDAD DE TRANSPORTE PUBLICO QUE NO SE ESTA CUMPLIENDO?

2021 EVALUACION DE LAS NECESIDADES DE TRANSITO INSATISFECHAS PROCESO DE COMENTARIOS PUBLICOS

Si desea proporcionar comentarios sobre las necesidades de transporte publico en el condado de Madera, envíe sus comentarios por escrito o tomo la encuesta:

<https://www.surveymonkey.com/r/UTN2021>.
Estar presente no es obligatorio para participar.

AUDIENCIA PUBLICA DE NECESIDADES DE TRANSITO INSATISFECHAS

MIERCOLES, ABRIL 21, 2021 - 3 PM

**ENLACE PARA REGISTRARSE:
HTTPS://ATTENDEE.GOTOWEBINAR.COM /REGISTER/5495449689009231375**

TELECONFERENCIA #1 866 901 6455

CODIGO DE ACCESO: 451 - 547 - 986

SI DESEA SOLO LLAMAR AL WEBINAR, SOLO PODRA ESCUCHAR EL WEBINAR, NECESITA REGISTRARSE PARA PODER PARTICIPAR.

Correo: 2001 Howard Road, Suite 201 - Madera, CA 93637

Correo electronico: evelyn@maderactc.org

Phone/tel: (559)675-0721 ext. 18



In partnership with the following public transit agencies:
Madera Metro - Madera County Connection - Chowchilla Area Transit



Figure 17: Ranchos Independent Article

County to Hear “Unmet” Needs in Transportation

The Madera County Transportation Commission is holding a public hearing regarding “unmet” transportation needs within Madera County.

Members of the public, interested agencies and civic groups are encouraged to provide comments to Madera County Transportation Commission Staff regarding any transportation needs not being met by the current system. Testimony should be as specific as possible with regard to those citizens, or groups of citizens, not currently served by transit, the requested type and amount of transit service, the geographic area in which service is needed and any other supporting evidence of information, which will help in the evaluation of the “reasonableness” of the requested service.

Under the California Transportation Development Act, this hearing is provided annually to take testimony from the public on potential unmet transit needs within Madera County. The Com-

Please see **UNMET** on P. 17

Figure 18: Ranchos Independent Article, Continued

Page 17

UNMET cont. from P. 2

mission will then make a determination after the hearing as to whether the needs presented are "reasonable." After all existing services, or the creation of new transit systems, have been expanded to their fullest and County transportation needs are still unmet, the Commission may release remaining Transportation Development Act funds for street and road purposes, such as repair, reconstruction or other uses.

The hearing will be held to take testimony on Wednesday, April 21, 3 p.m., via GoToWebinar. Due to these unprecedented times, this meeting will only be held virtually. To participate in the live hearing, you must follow this link: attendee.gotowebinar.com/register/5495449689009231375 and register to attend. After registration, you will receive important information about how to call-in to the Webinar.

Those that are unable to participate in the hearing via GoToWebinar are encouraged to submit their comments in writing prior to April 21 for inclusion in the public record. You may email publiccomment@maderact.org, call 559-675-0721, send your comment to 2001 Howard Road, Suite 201, Madera, CA 93637 or take the survey at www.surveymonkey.com/r/UTN2021.

Madera County Transportation Commission Staff strongly encourages you to submit your comments utilizing other strategies such as the online survey, email, mail or by phone. Each comment received will be read to the Board directly to make sure your voice is heard. Using the techniques listed will be the best and most effective way to have your comments heard.

If you would like to testify in a language other than Spanish or English, please contact the Commission by April 15 by 3 p.m.

ANALYSIS OF THE COMMENTS RECEIVED AT THE PUBLIC HEARINGS

The following tables provide a summary of the public comments that were received. One of the public comments was considered by the SSTAC to be a potential unmet need. The SSTAC applied the MCTC Policy Board adopted definition of “unmet transit need” and “reasonable to meet” to those comments and determined that for Fiscal Year 2021-2022 there are no **unmet transit needs, including transit needs that are reasonable to meet**. MCTC staff concur with the SSTAC’s finding. See Figure 20, 21, and 22.

All comments in their original form are included in Appendix B of this document. Agenda items of the meetings held by the SSTAC this fiscal year are also be included in the Appendix.

Figure 19: SSTAC Analysis of Potential Unmet Transit Needs FY 2021 – 2022

Analysis of Comments Received During the FY 21/22 Unmet Transit Needs Process						
Comment #	Agency Affiliation	Transit Service/Jurisdiction	Public Comments	Is it an "Unmet Transit Need"	If identified as an "Unmet Transit Need", is it "Reasonable to Meet"	Notes
Comments submitted via phone						
1	City of Madera	Madera Metro	A bus stop is needed at Roosevelt and Olive across from Sierra Vista Elementary.	Not an Unmet Transit Need.		This is an operational comment. The City of Madera will look into this. Dial-A-Ride service is available to provide service when there is no bus stop.
2	City of Madera	Madera Metro	There is currently a bus stop on Sunrise between A and Vineyard, a bus shelter is needed for shade and protection from inclement weather.	Not an Unmet Transit Need.		The City of Madera will look into this and discuss it with their Transit Advisory Board.
3	City of Madera	Madera Metro	There is currently a bus stop at Olive and Martin near Planet Fitness, a bus shelter is needed for shade and protection from inclement weather.	Not an Unmet Transit Need.		The City of Madera will look into this and discuss it with their Transit Advisory Board.
Comments submitted via public comment email						
4	County	MCC/Eastern Madera County	Why isn't YARTS year-round on HWY 41? We live in Coarsegold, near YLP. If you don't have a car, unable to get to Oakhurst or Fresno.	Not an Unmet Transit Need.		YARTS is a seasonal service. There is service by the Madera County Connection (MCC) that provide this connectivity.
Comments submitted via Unmet Transit Needs Online Survey						
5	ALL	Madera Metro, DAR, Chowchilla Area Transit, Madera County Connection	More on-time schedules.	Not an Unmet Transit Need.		This is an operational issue. The County will look at their on-time performance evaluation.
6	ALL	Madera Metro, DAR, Chowchilla Area Transit, Madera County Connection	Not being skipped by dial-a-ride	Not an Unmet Transit Need.		This is an operational issue. The County has not received comments about mistrips.
Comments from Leadership Counsel for Justice and Accountability						
7	City of Madera	Madera Metro	Transit users in the City of Madera report up to one hour wait times for buses on occasion, and expressed the need for routes in the City of Madera to run more frequently.	Not an Unmet Transit Need.		This situation has arisen due to pandemic restrictions that limit the amount of passengers that the bus can transport.
8	ALL	ALL	Residents and transit users report a need to expand rate assistance programs to provide free rides to people who are unable to pay their bus fare but who have transit needs nonetheless. This need was raised during the COVID-19 pandemic, during which many transit users have experienced additional financial hardships.	Not an Unmet Transit Need.		Madera Metro offered free rides due to the pandemic and that status is still active. Madera County will be looking into offering a free-ride campaign.

Figure 20: SSTAC Analysis of Potential Unmet Transit Needs FY 2021 – 2022 Continued 1

9	County	County	Residents and transit users report a need for street lighting in La Vina and Fairmead to ensure transit users' first and last miles are safely lit.	Not an Unmet Transit Need.		This need will be shared with the public works department to be further examined.
10	City of Madera	Madera Metro	Residents and transit users continue to elevate the need for wastebaskets at bus stops in the City of Madera.	Not an Unmet Transit Need.		The City reports that there are trashcans available at bus stops. However, depending on when this situation happened, the City notes that a couple of trashcans were stolen.
11	County	County	Residents and transit users in unincorporated communities have identified streets that need repavement and clean mobility infrastructure like sidewalks, crosswalks, and street lighting in order to facilitate their first and last miles, and thus, their use of public transit. A few examples that were elevated in our conversations were sidewalks and street lighting along Avenue 9 and within the subdivision of homes located in La Vina, and road repavement to Rd 26 in Madera Acres, Rd 29 in Parksdale, and Valerie Avenue in Madera Acres.	Not an Unmet Transit Need.		The council recommends that this Need be forwarded to the appropriate agency for their knowledge.
12	ALL	ALL	Resident and transit users report the need for electronic bus signs on buses and at bus stops. At bus stops, an electronic sign should indicate the estimated time of arrival of the bus and its destination along its current route, and electronic signs on the buses should confirm the direction in which the bus is travelling along its route with its final destination. Residents report that this will greatly improve the user-friendliness of public transit in Madera County and encourage ridership.	Not an Unmet Transit Need.		Operational and marketing issue. The City and County will seek to coordinate over how to best approach this comment. Madera County posts information on routes in their Madera County Connection website. The City will be reviewing the possibility of developing an add.
13	County	MCC/Eastin Arcola-Ripperdan-La Vina	Residents and transit users in La Vina continue to elevate the need for more frequent routes between La Vina and the City of Madera. Currently, the bus only runs on Wednesdays and Fridays, leaving transit-dependent persons with no other means of transportation without access to basic amenities (including healthcare, food, and other emergency services) most days of the week.	Unmet Transit Need	Not reasonable to meet due to low ridership and cost-effectiveness	The County reports that additional runs were added to this destination during the 20-21 Fiscal Year and that ridership was low and not cost-efficient. This service was suspended after a six month period. Further evaluation will be undertaken to determine the feasibility of additional service in the future.

Figure 21: Figure 15: SSTAC Analysis of Potential Unmet Transit Needs FY 2021 – 2022 Continued 2

14	County	MCC/Chowchilla-Fairmead	<p>Lastly, residents and transit users in Fairmead have elevated the need to continue working towards installation of a second bus stop in Fairmead. As we understand it, the status of this project is pending collaboration between the Fresno EOC and Madera County Public Works. We ask that MCTC direct these agencies to continue their work on this project as soon as possible, and oversee progress to ensure this project stays on track.</p>	<p>Not an Unmet Transit Need.</p>	<p>The County reports that there was a pre-pandemic meeting to decide on the new transit stop specific location. Follow up to get this information has not been forwarded yet. The County is looking forward to continuing coordinating with the Fairmead community to narrow this down. It is outside MCTC's jurisdiction to oversee other agencies work.</p>
15	Madera County Transportation Commission	Madera County Transportation Commission	<p>Lastly, our organization requests a breakdown of transportation funding (whether from general fund dollars, local tax revenue, grant funding, or any other source of revenue) and expenditures on transportation and transit-related projects during the past two years in Madera County, the City of Madera, and the City of Chowchilla. This will be helpful in order for us to better understand the transportation and transit projects MCTC & other relevant agencies in Madera County have prioritized with the funding that has been available in the last few years.</p>	<p>Not an Unmet Transit Need.</p>	<p>The Madera County Transportation Commission will provide a letter with the information pertaining to this agency jurisdiction.</p>

Appendix

- A. SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – APRIL 1, 2021
- B. SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – MAY 3, 2021
 - Leadership Counsel of Justice and Accountability Letter
- C. SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – July 15, 2021
- D. RECOMMENDATION TO MCTC BOARD FROM SSTAC

APPENDIX A

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – APRIL 1, 2021



Regular Meeting of the Social Services Transportation Advisory Council

LOCATION

Webinar

Please join my meeting from your computer, tablet or smartphone.

<https://www.gotomeet.me/MaderaCTC/sstac-meeting---april-1-2021>

You can also dial in using your phone.

United States: [+1 \(872\) 240-3212](tel:+18722403212)

Access Code: 496-116-213

DATE

April 1, 2021

TIME

1:30

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

Pamela Mashack	Potential Transit User 60 Years or Older
Rosalind Esqueda	Representative of the Local Social Service Providers for Seniors
Ellen Moy	Representative of the Local Social Service Providers for Seniors
Vacant	Potential Transit User Who Is Disabled
Annie Self	Representative of the Local Social Service Provider for Disabled
Vacant	Representative of the Local Social Service Provider for Disabled
Vacant	Local Social Service Provider for Persons of Limited Means

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.

AGENDA

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

INTERPRETING SERVICES

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

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

MEETING CONDUCT

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

RECORD OF THE MEETING

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

Agenda

Item	Description	Enclosure	Action
1	Introductions		
2	Public Comment		
3	Minutes of the May 27, 2020 SSTAC Meeting	Yes	Approve
4	New Member Orientation: Roles and responsibilities Handout	Yes	Discussion
5	Election of Officers	No	Discussion
6	SSTAC Member Vacancies Outreach for Vacancies Categories: (1) Potential Transit User Who Is Disabled; (2) Representative of the Local Social Service Provider for Disabled; (3) Local Social Service Provider for Persons of Limited Means	Yes	Discussion
7	Unmet Transit Needs Definition Review MCTC's definition and other agencies definition	Yes	Accept or Amend
8	Quarterly Meetings for FY 2021-2022 Proposed schedule	Yes	Discussion
9	Anticipated Comments Comments received from FY 2020-21	Yes	Discussion
10	Discuss Future Meetings Unmet Needs Public Hearing – April 17, 2021 SSTAC Meeting – April 26		

Social Service Transportation Advisory Council

MINUTES

DATE

Wednesday, May 27, 2020

The regular meeting of the Social Service Transportation Advisory Council held Wednesday, May 27, 2020 via teleconference was called to order by MCTC Staff Amelia Davies at 10:30 AM.

MEMBERS PRESENT

Ellen Moy, Representative of the Local Social Service Providers for Seniors, Madera County
Rosalind Esqueda, Representative of the Local Social Service Providers for Seniors, Fresno EOC
Sophia Aguilar, Local Social Service Provider for Persons of Limited Means,
Madera County Workforce Development

STAFF PRESENT:

Amelia Davies, Madera County Transportation Commission
Evelyn Espinosa, Madera County Transportation Commission
Robin Roman, City of Chowchilla Public transportation Representative

VISITORS PRESENT:

Juanita Martinez, member of the public
Madeline Harris, Leadership Counsel for Justice and Accountability

I: Introductions

Amelia Davies called the meeting to order and led introductions.

II: Public Comment

No public comment received.

III. Chair and vice chair officer elections

Delayed.

IV: Minutes

Approved.

V: Unmet Transit Needs Response to Comments

Comments were reviewed one by one.

VI: Recommendation to the MCTC Board

There is not a recommendation for the Board due to not having input from the City of Madera.

VII: Future meetings

A follow up meeting was scheduled for June 1st at 10:30 to go over the City of Madera Comments.

VIII: Adjournment

THERE BEING NO FURTHER BUSINESS OF THE SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE, THE MEETING WAS ADJOURNED AT 11: 28 AM

Social Service Transportation Advisory Council

MINUTES

DATE

Wednesday, June 1, 2020

The regular meeting of the Social Service Transportation Advisory Council held Wednesday, June 1, 2020 via teleconference was called to order by MCTC Staff Amelia Davies at 10:30 AM.

MEMBERS PRESENT

Ellen Moy, Representative of the Local Social Service Providers for Seniors, Madera County
Rosalind Esqueda, Representative of the Local Social Service Providers for Seniors, Fresno EOC
Sophia Aguilar, Local Social Service Provider for Persons of Limited Means,
Madera County Workforce Development

STAFF PRESENT:

Amelia Davies, Madera County Transportation Commission
Evelyn Espinosa, Madera County Transportation Commission
Annie Self, Madera Metro, MV Transportation, transportation provider with the City of Madera
Ivette Iraheta, City of Madera
Michelle Avalos, City of Madera.

VISITORS PRESENT:

None.

I: Introductions

The purpose of this meeting is to go over the comments directed to the City of Madera and to have a recommendation to forward to the MCTC Board.

II: Public Comment

No public comment received.

III. Chair and vice chair officer elections

Delayed.

IV: Minutes

Approved.

V: Unmet Transit Needs Response to Comments

Comments for the City of Madera were reviewed.

VI: Recommendation to the MCTC Board

- SSTAC recommendation: In agreement that there are unmet transit needs but they are not reasonable to meet at this point.

VII: Future meetings

None scheduled.

VIII: Adjournment

THERE BEING NO FURTHER BUSINESS OF THE SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE, THE MEETING WAS ADJOURNED AT 11: 35 AM

“UNMET TRANSIT NEEDS”

The “Unmet Transit Needs” process is required by State law to be conducted annually. The process is intended to identify those transit needs in the City of Madera, City of Chowchilla, and the County of Madera that are reasonable to meet. Where an unmet transit need is identified by the MCTC Policy Board to be reasonable to meet, the responsible jurisdiction(s) must develop a plan to provide transit service to meet the need within the following year.

Social Service Transportation Advisory Council (SSTAC):

Role:

To forward a recommendation to the MCTC Policy Board regarding transit needs and issues.

Responsibilities:

1. Annually participate in the identification of transit needs in Madera County, including unmet transit needs that may exist within Madera County and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
2. Annually review and recommend action by MCTC Policy Board for the area within Madera County which finds by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
3. Advise the MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.

THE MADERA COUNTY TRANSPORTATION COMMISSION IS SEEKING APPLICATIONS FOR COMMITTEE APPOINTMENT

Interested in joining the SSTAC?

Call us at (559) 675 0721 x 15 or send us an email to evelyn@maderactc.org

WWW.MADERACTC.ORG

If you are interested in helping to improve public transit services within the county or know someone who would, please contact the Madera County Transportation Commission office. Those wishing to apply for one of the two vacant Social Services Transportation Advisory Council (SSTAC) positions can contact MCTC staff or access an application on the SSTAC Application webpage:

<https://www.maderactc.org/bc-transportation>

Two vacancies to be filled:

- **Potential Transit User Who is Disabled**
- **Representative of the Local Social Service Provider for Disabled**

Madera County Transportation Commission Definition of “Unmet Transit Needs”

The Madera County Transportation Commission has determined that its definition of the term “**unmet transit needs**” includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation, and the Commission has determined that its definition of the term “**reasonable to meet**” shall apply to all related public or specialized transportation services that:

- (1) are feasible;
- (2) have community acceptance;
- (3) serve a significant number of the population;
- (4) are economical; and
- (5) can demonstrate cost effectiveness

by having a ratio of fare revenues to operating cost at least equal to 10 percent, and the Commission has determined that its definition of the term “reasonable to meet” shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established.

Tulare County Unmet Transit Need Definition and Criteria

“Unmet Transit Need”: An unmet transit need, as identified during Tulare County Association of Governments annual Unmet Transit Needs Process, exists where public transit services are not currently provided for persons who rely on public transit to conduct daily activities. At a minimum, an unmet need must be identified by substantial community input through the public outreach process or identified in a Short Range Transit Plan, Coordinated Transportation Plan, or the Regional Transportation Plan and has not yet been implemented or funded.

“Reasonable to Meet”: Following is the TCAG definition of "Reasonable to Meet" including the recommended benchmarks for the passenger farebox recovery ratio for new transit services in Tulare County. An unmet transit need shall be considered “reasonable to meet” if the proposed service is in compliance with of the following criteria, as each are applicable:

Equity

1. The new, expanded, or revised transit service is needed by, and will benefit, either the general public or the elderly and disabled population as a whole. Transit service cannot be provided for a specific subset of either of these groups.
2. The proposed service will not require reductions in existing transit services that have an equal or higher priority.
3. The proposed service will require a subsidy generally equivalent to other similar services.

Timing

1. The proposed service is in response to an existing rather than future transit need.

Feasibility

1. The proposed service can be provided with available TDA funding (per state law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.)
2. Sufficient ridership potential exists for the new, expanded, or revised transit service.
3. The proposed service can be provided with the existing fleet or under contract to a private provider.

Performance

1. The proposed service will not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.
2. The proposed service can meet the scheduled passenger fare ratio standards as described in the recommended benchmarks for the passenger farebox recovery ratio for new transit services in Tulare County.
3. The estimated number of passengers to be carried will be in the range of similar services, and/or, the proposed service provides a "link" or connection that contributes to the effectiveness of the overall transit system.
4. The proposed service must have potential providers that are available to implement the service.

Community Acceptance

1. The proposed service has community acceptance and/or support as determined by the unmet needs public outreach process, inclusion in adopted programs and plans, adopted governing board positions and/or other existing information.

ADA Conformity

1. The new, expanded, or revised transit service, in conforming with the requirements of the Americans with Disabilities Act, will not impose an undue financial burden on the transit operator if complementary paratransit services are subsequently required.

Operational Feasibility

1. The new, expanded, or revised transit service must be safe to operate and there must be adequate roadways and turnouts for transit vehicles.

Notes:

1. Per state law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.

RECOMMENDED BENCHMARKS FOR PASSENGER FAREBOX RECOVERY RATIO FOR NEW TRANSIT SERVICES IN TULARE COUNTY.

The state has established a basic requirement in Section 99268 of the Public Utility Code for all proposed transit services in urban areas (the Visalia, Tulare, and Porterville Urbanized Areas). This requirement is to achieve a 20% passenger fare ratio by the end of the third year of operation. A passenger fare ratio of 10% exists for special services (i.e. elderly and disabled, demand-response) and rural area services. Transit serving both urban and rural areas, per state law, may obtain a blended passenger fare ratio. If a provider is granted a blended farebox recovery, performance levels should be adjusted accordingly.

TCAG has established more detailed interim passenger fare ratio standards, which will be used to evaluate new services as a result of the unmet needs process as they are proposed and implemented, which are described below. Transit serving both urban and rural areas, per state law, may obtain an "intermediate" passenger fare ratio.

END OF TWELVE MONTHS OF SERVICE

Performance Level

<i>Urban Service</i>	<i>Special/Rural Service</i>	<i>Recommended Action</i>
Less than 6%	Less than 3%	Provider may discontinue service
6% or more	3% or more	Provider will continue service, with modifications if needed

END OF TWENTY-FOUR MONTHS

Performance Level

<i>Urban Service</i>	<i>Special/Rural Service</i>	<i>Recommended Action</i>
----------------------	------------------------------	---------------------------

Less than 10%	Less than 5%	Provider may discontinue service
10% or more	5% or more	Provider will continue service, with modifications, if needed.

END OF THIRTY-SIX MONTHS

Performance Level

<u><i>Urban Service</i></u>	<u><i>Special/Rural Service</i></u>	<u><i>Recommended Action</i></u>
Less than 15%	Less than 7%	Provider may discontinue service
15-20%	7-10%	Provider will continue service, with Modifications if needed
20% or more	10% or more	Provider will continue service, with Modifications if needed

MERCED COUNTY UNMET TRANSIT NEED AND REASONABLE TO MEET DEFINITIONS

Unmet Transit Need:

An **unmet transit need** is an inadequacy in the existing public transit services for persons recognized as transit-dependent in Merced County.

Reasonable to Meet:

An unmet transit need that meets the definition above and meets **all** the following criteria shall be considered reasonable to meet:

Minimum requirements:

1. **Feasibility** - The proposed transit service can be achieved safely and will not violate local, state, and federal law.
2. **Funding** - The proposed transit service will not cause the transit operator to incur expenses greater than the maximum allocation of Transportation Development Act Local Transportation Funds.
3. **Equity** - The proposed transit service will benefit the general public, with particular consideration for those who rely on public transportation, seniors, and disabled persons, within the meaning of Title VI or other similar assessments.

Other areas for consideration:

4. **Community Acceptance** - There needs to be demonstrated interest of citizens in the proposed transit service such as multiple comments or petitions.
5. **Potential Ridership** – The proposed transit service will not reduce the existing level of transit service and will comply with safety, security and maintenance requirements. The proposed transit service will meet “new service” ridership performance standards established for the transit operator in its agency planning documents. Measurement of ridership performance may include assessing passengers per hour and passengers per mile.
6. **Cost Effectiveness** – Unless the proposed transit service is eligible for a two-year exemption period, it must not reduce the ability of the overall transit system service to meet minimum fare box return requirements as stated in the Transportation Development Act statutes or established by Merced County Association of Governments.

January 2021
SSTAC

STAFF REPORT

SUBJECT: Unmet Transit Needs Public Hearing

RECOMMENDED ACTION: Action

SUMMARY:

Each year, pursuant to state law, as the Regional Transportation Planning Agency the San Joaquin Council of Governments (SJCOG) must identify any unmet transit needs that may exist in San Joaquin County. If needs are found, SJCOG must determine whether those needs are reasonable to meet. State law requires SJCOG to ensure that reasonable needs are met before Transportation Development Act (TDA) funds are allocated to local jurisdictions for non-transit purposes.

The unmet transit needs assessment requires SJCOG to meet the following requirements:

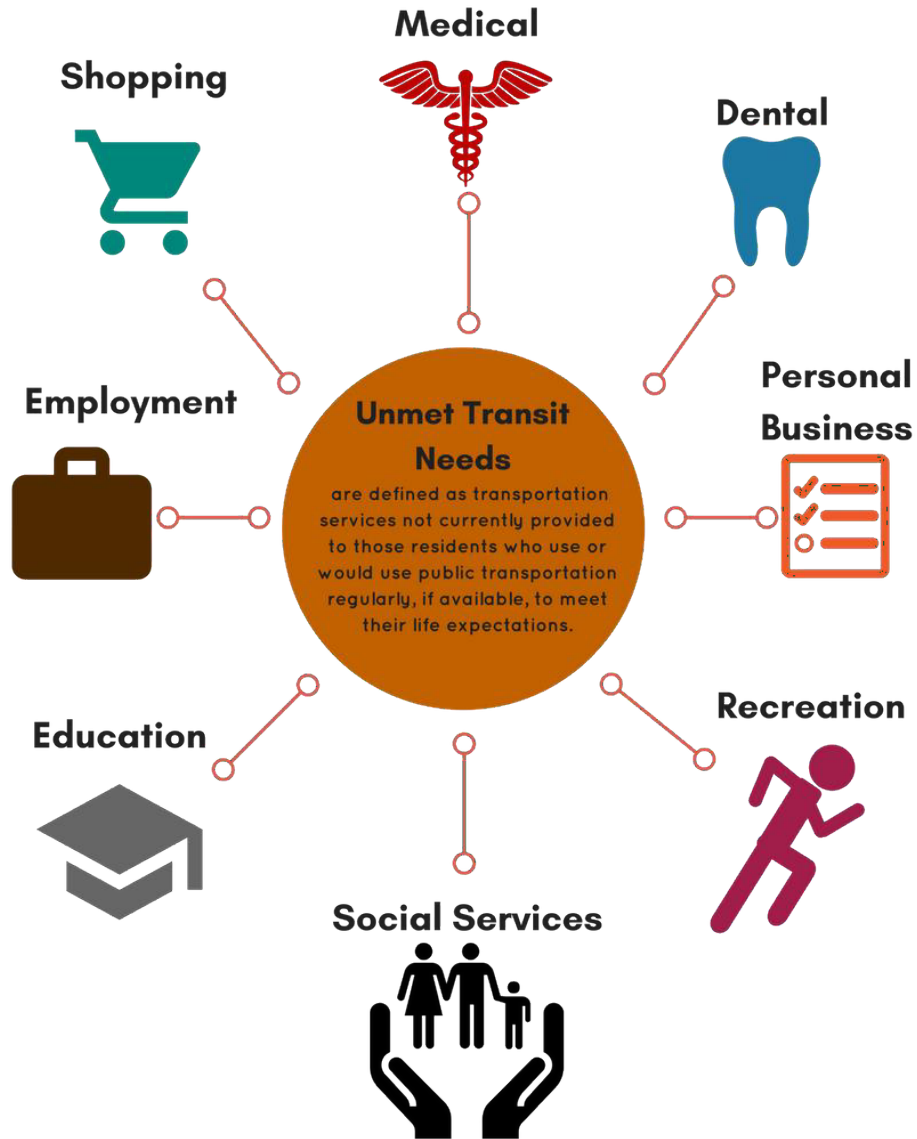
1. Ensure that several factors have been considered in the planning process, including:
 - a. Size and location of groups likely to be dependent on transit,
 - b. Adequacy of existing services and potential alternative services
 - c. Service improvements that could meet all or part of the travel demand.
2. Hold a public hearing to receive testimony on unmet needs.
3. Define the terms "unmet transit needs" and "reasonable to meet."
4. Adopt a finding regarding unmet transit needs and allocate funds to address those needs, if necessary, before street and road TDA allocations.

RECOMMENDATION:

SJCOG staff recommend that the SSTAC Chair open the public hearing to receive unmet transit needs comments, and then close the public hearing with no further action necessary at this time.

BACKGROUND:

At the request of the SSTAC, SJCOG formed a subcommittee to review the adopted definitions of "unmet transit need" and "reasonable to meet" in September 2017. The updated definitions as proposed by the subcommittee and adopted by the Board in February 2018, are as follows:



An unmet transit need that meets the definition above, and meets all the following criteria, shall be considered **reasonable to meet**:



Within the definition, an unmet transit need cannot be found unreasonable solely based upon economic feasibility.

DISCUSSION:

The COVID 19 pandemic has caused a lot of uncertainty among transit riders, therefore, to ensure San Joaquin County residents are provided an opportunity to voice their transit needs, SJCOG has increased the modes in which residents can participate in the Unmet Transit Needs (UTN) assessment. SJCOG staff have laid out the following tasks to ensure widespread input is gathered:

- Extended the public comment period from December 31st, 2020 to January 31st, 2021.
- Created a new email address, UTN@SJCOG.ORG to receive UTN comments year-round.
- Published the December 3rd, 2020 UTN Public Hearing notice in 6 local newspapers, including a Spanish newspaper.
- Made available both an online and printable (English and Spanish) UTN Survey.
- Conducted informational UTN PowerPoint presentations to various community groups.
- Held a Public Hearing at the December 2020 SJCOG Board Meeting.

NEXT STEPS:

- SJCOG will collect comments until January 31, 2021
- SJCOG and SSTAC members will analyze all comments to determine if any are considered unmet transit needs that are reasonable to meet
- Board adoption of UTN findings in Spring 2021

Report prepared by Joel Campos, Associate Regional Planner

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

From KCAG's SSTAC 1.28.2021 Agenda

Before the KCAG Transportation Policy Committee (TPC) may allocate any portion of the LTF claimed for streets and roads, it must make certain specific findings concerning unmet transit needs, and whether the needs can be reasonably met. The TPC's decision will be based on the committee's evaluation of the services now provided, the testimony given at the public hearing, and whether proposed expenditures of the LTF comply with the policies of the Kings County Regional Transportation Plan (RTP).

The TPC conducts public hearings annually to determine if any "unmet public transit needs" which are "reasonable to meet" exist in Kings County or the cities of Avenal, Corcoran, Hanford, and Lemoore. State law requires that KCAG determine its definitions of the following terms:

- A. "Unmet transit need"
- B. "Reasonable to meet".

KCAG has defined these terms in the RTP as follows:

- A) "Unmet transit need", at a minimum, exists where local residents do not have access to private vehicles or other forms of transportation, due to age, income, or disability, for the purpose of traveling to medical care, shopping, social/recreational activities, education/training and employment.
- B) It is "reasonable to meet" the above needs if the proposed or planned service can be operated while maintaining, on a system wide basis, the adopted service goals for that type of service and meet the following criteria:
 - 1) New, expanded, or revised transit service, if implemented or funded, would not cause the operator to incur expenditures in excess of the maximum amount of Transportation Development Act funds available to Kings County.
 - 2) The proposed transit service does not duplicate transit services currently provided by either public or private operators.
 - 3) The proposed transit service has community support from the general public, community groups, and community leaders.
 - 4) New, expanded, or revised transit service, if implemented or funded, would allow the responsible operator to meet the TDA required applicable farebox revenue ratio.
 - 5) There is supporting data to indicate sufficient ridership potential for the new, expanded, or revised service.
 - 6) Implementation of the new, expanded, or revised transit service should achieve or be moving toward the goals outlined in the Kings County Transit Development Plan for a comparable type of service. Services not meeting the goals should be evaluated on a yearly basis to determine if modifications or cancellation of service should be implemented.
 - 7) The proposed transit service shall have a reasonable expectation of future demand and available funding on a long term basis to maintain the service.

- 8) Is needed by and would benefit either the general public or the elderly and disabled population as a whole.

SSTAC Schedule - Current

2020-2021

Quarter 4: April - June

SSTAC 1 Meeting- April 1, 2021

Legally noticed Public Hearing – April 21, 2021

SSTAC 2 Meeting – April 26, 2021

Unmet Needs Recommendations to Board – Wednesday, May 19, 2021

SSTAC Proposed New Quarterly Schedule

2021-2022

Quarter 1: July – September

End of July – SSTAC 1

Board quarterly report September. No Board meeting in August generally.

Quarter 2: October – December

First week of October – SSTAC 2

Board Quarterly Report in October or November. No Board meeting in December generally.

Quarter 3: January – March

End of January – SSTAC 3

Board Quarterly report in February

Quarter 4: April - June

April - SSTAC 4 Meeting

Unmet Needs Board meeting – May

Analysis of Comments Received During the FY 20/21 Unmet Transit Needs Process

Comment #	Agency Affiliation	Transit Service/Jurisdiction	Public Comments	Is it an "Unmet Transit Need"	If identified as an "Unmet Transit Need", is it "Reasonable to Meet"	Notes
1.1	Madera County	MCC/Chowchilla-Fairmead	The schedule must be updated to include more frequent routes, both Northbound to Chowchilla and Southbound to Madera	Yes	This comment is not "reasonable to meet" based on the current definition. The demand for this service is not high.	The County will continue monitoring ridership and will be conducting an assessment of their routes.
1.2	Madera County	MCC/Chowchilla-Fairmead	The Chowchilla-Fairmead-Madera schedule must be extended to the weekends to afford transit users improved access to this essential route	Yes	This comment is not "reasonable to meet" based on the current definition. The demand for this service is not high.	County transit staff went to Fairmead and talked to the President of Fairmead community group. The survey for location of shelter was halted due to COVID-19. Leadership Counsel was also going to assist with this. Demand is not overwhelming on this route. This unmet need will be followed up based on level of demand.
1.3	Madera County	MCC/Chowchilla-Fairmead	A second stop must be added on the Northern side of Fairmead around the vicinity of Avenue 23 to ensure that this curcial transit service is accessible to residents throughout the entire community. Provided that the only existing stop in Fairmead is located at Galilee Missionary Baptist Church on Avenue 22 1/2 near Fairmead Blvd, riders who live on the other side of the community are not able to easily access the route.	Yes	This comment not reasonable to meet at this point in time but it is being worked on.	Ellen Moy and County staff has been working with the Leadership Counsel on opening such a stop and will continue to do so once COVID-19 allows.
2	Madera County	Eastin Arcola-Ripperdan-La Vina	Increased frequency of routes for Eastin Arcola-Ripperdan-La Vina Transit	Yes	This comment is not currently reasonable to meet.	The County plans to initiate additional runs to this current service on a pilot basis beginning July 2020. One will be added in mid-morning departing the Downtown Intermodal Center at approximately 11:20am and one at 3:35pm. The County will closely monitor these runs and overall demand for cost effectiveness and for any warranted expansion.
3.1	City of Madera		Improvements to the MAX and "Dial-a-Ride" Systems in the City of Madera aimed at creating more equitable and user-friendly transit services: Re-opening of the Walmart stop;	Yes	This comment is not reasonable to meet at this point in time.	This comment is currently being further studied by City of Madera staff.

3.2	City of Madera	Installation of trash cans on MAX buses	No	N/A	There is no eating or drinking on the bus and trash cans are available at bus stops. However, there is a trash can in front of the bus but no where to secure on at the back so that would not be feasible. The trash cans get emptied with driver change or end of day.
3.3	City of Madera	Thirty-minute incremented bus service on all MAX routes;	Yes	Not reasonable to meet because it is not cost effective.	City staff is already looking at re-routing for the timing. For Route 2, they currently do not have the ridership to support the current route so it would be difficult to meet farebox recovery ratio and does not justify a change to 30-minute headways. Currently an assessment on routes is being performed. MV transit is doing preliminary re-routing assessment to improve efficiency/change the route. There will be an update this summer on this assessment by MV transit.
3.4	City of Madera	Improvements to the "Dial-a-Ride" Dispatch system	No	N/A	Dispatch is trained once a month. Riders can schedule as much as 7 days in advance and should be scheduled at least 24 hours in advance. Otherwise it is first come/first served. DAR user guidelines will be online and will be on the bus as handouts.
3.5	City of Madera	Extended MAX service operation on weekends;	Yes	Not reasonable to meet because it is not cost effective.	The city has been trying for two years to get the Caltrans planning grant to do a thorough assessment of routes to get data and to make determination on whether extending service for the weekend is feasible. Ridership is currently low on Route 2 and it is not cost-effective. Even DAR Sunday service is low (possible due to COVID-19).
3.6	City of Madera	Equip bus stops and buses with route-related signage	No	N/A	The City is about to launch the new signage for bus stops. This is upcoming.
4.1	All	Apply for grant funding to secure free rides for students	No	N/A	CARES Act is currently providing very generous funding. City of Madera is currently offering free rides as part of the CARES Act funding and we don't want to overlook that. Ridership is dropping for the last 5 years, even before COVID-19. So many transit agencies are struggling to get ridership back. Whether or not free rides will be sustainable after CARES Act funding is another factor. MCTC is not solely responsible for applying for funding but we do coordinate with each agency.

4.2	All	Pursuit of regional funding for an electric rural rideshare program	No	N/A	Comment from Ellen Moy: Calvans is a very respectable agency for farm workers and general public. County recommends that MCTC contact Calvans to inquire what kind of vehicles, if electric, for rideshare purposes and maybe to beef up the already existing service. Inquire about Fresno's program.
4.3	All	Mandated discrimination prevention and accessibility training for all Madera County Transit Staff	No	N/A	There is mandatory Title VI training upon hire at MV Transit. County transit has in service meetings for all drivers. During these meetings they normally have presenters with disability challenges to help drivers understand their challenges when using transit so drivers can better help understand their needs when transporting them.

APPENDIX B

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – May 3, 2021



Meeting of the Social Services Transportation Advisory Council

LOCATION

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

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

DATE

May 3, 2021

TIME

11:00 AM

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

Pamela Mashack	Potential Transit User 60 Years or Older
Rosalind Esqueda	Representative of a Transit Provider
Ellen Moy	Representative of a Transit Provider
Anabel Miranda	Local Social Service Provider for Persons of Limited Means
Frank Simonis	Potential Transit User Who Is Disabled
Annie Self	Representative of the Local Social Service Provider for Disabled
Vacant	Representative of the Local Social Service Providers for Seniors
Vacant	Representative of the Local Social Service Providers for Seniors
Vacant	Representative of the Local Social Service Provider for Disabled

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.

SPECIAL NOTICE

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

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

Please register for the GoToMeeting from your computer, tablet, or smartphone:

<https://www.gotomeet.me/MaderaCTC/sstac-meeting---may-3-2021>

You can also dial in using your phone.

United States: +1 (872) 240-3212

Access Code: 217-420-277

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

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to publiccomment@maderactc.org or by calling 559-675-0721 **no later than 4:00 pm on April 30, 2021**. Comments will be shared with the Social Services Transportation Advisory Board Council and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

AGENDA

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

INTERPRETING SERVICES

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

Servicios de interprete no son ofrecidos en las juntas públicas de MCTC al menos de que se soliciten con tres (3) días de anticipación. Para solicitar éstos servicios por favor contacte a Evelyn Espinosa at (559) 675-0721 x 18 durante horas de oficina.

MEETING CONDUCT

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

RECORD OF THE MEETING

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

Agenda

Item	Description	Enclosure	Action
1.	Call to order		
2.	Public Comment		
3.	New Member Orientation Roles and responsibilities Handout SSTAC Bylaws	Yes	Discussion
4.	Election of Officers	No	Action
5.	Re-affirm April 1, 2021 agenda items	No	Action
6.	Minutes of the April 1, 2021 SSTAC Meeting	Yes	Action
7.	SSTAC Member Vacancies	No	Discussion
8.	Unmet Transit Needs Definition	Yes	Discussion
9.	Comment Review and Recommendation to the MCTC Policy Board	Yes	Action
10.	Discuss Future Meetings Appoint representative to attend MCTC's Board Meeting, May 19, 3 pm Future Meeting date	No	Discussion
11.	Adjournment		

“UNMET TRANSIT NEEDS”

The “Unmet Transit Needs” process is required by State law to be conducted annually. The process is intended to identify those transit needs in the City of Madera, City of Chowchilla, and the County of Madera that are reasonable to meet. Where an unmet transit need is identified by the MCTC Policy Board to be reasonable to meet, the responsible jurisdiction(s) must develop a plan to provide transit service to meet the need within the following year.

Social Service Transportation Advisory Council (SSTAC):

Role:

To forward a recommendation to the MCTC Policy Board regarding transit needs and issues.

Responsibilities:

1. Annually participate in the identification of transit needs in Madera County, including unmet transit needs that may exist within Madera County and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
2. Annually review and recommend action by MCTC Policy Board for the area within Madera County which finds by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
3. Advise the MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.

Social Services Transportation Advisory Council Rules

The Social Services Transportation Advisory Council (SSTAC) was established under the requirements of the Transportation Development Act. The SSTAC serves as an advisory body to the Madera County Transportation Commission (MCTC) regarding the transit needs of residents of the Madera Region, including, but not limited to, transit dependent and transit disadvantaged persons such as the elderly, disabled, and persons of limited means.

The SSTAC shall be governed by the following rules.

A. RESPONSIBILITIES

1. Advise MCTC on the following:
 - a. Transit needs of the general public (e.g. hours of service, new bus routes, shorter headways, etc.) including, but not limited to, transit dependent and transit disadvantaged persons such as the elderly, disabled, and persons of limited means.
 - b. Coordination between transit service providers in the region.
 - c. Other issues the membership believes are relevant to transit in the Madera Region (i.e. potential review of transit grant applications, coordination/consolidation of specialized transit services, connections to interregional transit services, etc.)
2. Annually participate in the identification of transit needs in the Madera Region, including unmet transit needs that may exist and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services.
3. Annually review and recommend action by MCTC which finds, by resolution, that:
 - a. there are no unmet transit needs;
 - b. there are no unmet transit needs that are reasonable to meet; and/or
 - c. there are unmet transit needs, including needs that are reasonable to meet.

B. PARTICIPANTS

1. SSTAC meeting participation shall include seven members per statutory guidelines (see Public Utilities Code Section 99238 below):
 - (a) One representative of potential transit users who is 60 years of age or older.
 - (b) One representative of potential transit users who is disabled.
 - (c) Two representatives of local social service providers for seniors, including one

representative of a social service transportation provider, if one exists.

(d) Two representatives of local social service providers for the disabled, including one representative of a social service transportation provider, if one exists.

(e) One representative of a local social service provider for persons of limited means.

(f) Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.

(g) The MCTC Board of Commissioners may appoint additional members in accordance with the procedure in subdivision (b) of Section 99238 of the Government Code.

2. In appointing council members, MCTC shall strive to attain geographic and minority representation among council members.

C. TERM OF OFFICE

1. The term of appointment shall be for three years and may be renewed.

D. VACANCIES

1. A vacancy shall be created when a member: resigns; completes their term of appointment and does not wish to be reappointed; misses three consecutive regular meetings without good cause; or when a member can no longer carry out their responsibilities as a council member.

2. If a member resigns during his/her term, MCTC’s Executive Director may fill vacancies, in consultation with the SSTAC or SSTAC Chair, for the remainder of the original term.

3. The MCTC Board of Commissioners approves three-year appointments.

4. All SSTAC positions shall be advertised every three years to either extend the tenure of current positions or appoint new members.

E. ELECTION OF OFFICERS

1. During the first meeting of the calendar year, the council shall elect a Chair and Vice Chair to serve for one year. Upon resignation of an officer, a special election shall be held.

F. DUTIES OF OFFICERS

1. **Chair:** The Chair shall preside at all SSTAC meetings. The Chair may appoint committees, conduct elections to fill the positions of Chair and Vice Chair, prepare and sign correspondence reflecting SSTAC votes or input provided, and may delegate his/her responsibility to sign correspondence. The Chair or his/her designee should report to the MCTC Board of Commissioners on recommendations of the SSTAC.
2. **Vice Chair:** In the absence of the Chair, the Vice Chair shall perform the duties of the Chair.
3. **Secretary:** The Secretary shall be a staff member of MCTC. The Secretary shall provide information and general assistance; take meeting notes for all SSTAC meetings; prepare agendas, SSTAC letters and other correspondence, as requested by the Chair; and prepare and distribute special notices, agenda announcements, staff reports and other materials.

G. ORGANIZATION AND PROCEDURES

1. **Meetings:** The SSTAC shall meet at least twice per year, typically in April. Additional meetings may be held as needed. Alternate times and dates to those scheduled must be agreed upon by a majority of the members in order to carry out the responsibilities described above. The meetings shall be open to the public in compliance with the Ralph M. Brown Act (Government Code Section 54950 et seq.) and shall be held at the Madera County Transportation Commission office. If an alternate location is required, it must be an accessible location in order to facilitate the attendance of physically disabled members of the SSTAC and the community in general. In the event both the Chair and Vice Chair are absent, the majority of a quorum may appoint a presiding officer for that meeting.
2. **Quorum:** A quorum shall constitute one-half (1/2) plus one (1) of the current membership.
3. **Voting:** Actions are generally taken by consensus of all participants. If a vote is required, it shall be by a voice vote unless any member requests a roll call vote. Where a vote is taken, passage requires four votes.
4. **Limitation of Discussion:** Discussion on any matter by council members or the general public may be limited to such length of time as the Chair may deem reasonable under the circumstances.
5. **Conduct of Meetings:** Meetings are generally to be conducted in accordance with the principles of Robert's Rules of Order.

6. **Meeting Notes:** Meeting notes recording the members and visitors present, motions entertained, and actions taken at each meeting shall be prepared by MCTC staff and posted on the MCTC website.
7. **Rules:** These rules may be amended by a majority vote of the SSTAC members and subsequent approval by the MCTC Board of Commissioners.
8. **Communications:** Official communications shall be in writing and shall be approved by the SSTAC or SSTAC Chair. Official communications approved by the SSTAC Chair shall be shared with the SSTAC as soon as reasonably practical. The Chair, or his/her designee, should make presentations to the MCTC Board for unmet transit needs findings.

Approved by MCTC Policy Board on March 18, 2020.

Social Service Transportation Advisory Council

MINUTES

DATE

Thursday, April 1, 2021

The regular meeting of the Social Service Transportation Advisory Council held Thursday, April 1, 2021 via GoToWebinar and was called to order by MCTC Staff Evelyn Espinosa at 1:35 .

MEMBERS PRESENT

Ellen Moy, Representative of the Local Social Service Providers for Seniors, Madera County
Annie Self, Representative of the Local Social Service Provider for Disabled, City of Madera
Pamela Mashack, Potential Transit User 60 Years or Older

STAFF PRESENT:

Dylan Stone, Madera County Transportation Commission
Troy McNeil, Madera County Transportation Commission
Jeff Findley, Madera County Transportation Commission
Evelyn Espinosa, Madera County Transportation Commission
Nicholas, Dybas, Madera County Transportation Commission

VISITORS PRESENT:

Anabelle Miranda, Madera County Workforce Development
Robin Roman, Public transportation Representative, City of Chowchilla
David Huff, Public transportation Representative, City of Madera

I: Introductions

Evelyn Espinosa called the meeting to order and led introductions.

II: Public Comment

No public comment received.

III. Minutes of the May 27, 2020 SSTAC Meeting

The minutes were approved.

IV: New Member Orientation

The roles and responsibilities Handout was read out to the council members.

V: Election of Officers

The representative for the Potential Transit User 60 Years or Older was elected Chairwoman.

V: SSTAC Member Vacancies

The flier for the SSTAC Member vacancies was included in the packet. An update about the interested individual/agency in the vacancies was shared with the council. Conversation to place current representatives of the Local Social Service Providers for Seniors to a new category for Local Transit Providers took place.

VII: Unmet Transit Needs Definition Review

The Council decided to continue using the same definition for this cycle while reconvening the SSTAC as many times as necessary to reassess the definition and reasonable to meet standards.

VIII: Quarterly Meetings for FY 2021-2022

The proposed schedule was shared with the council. This is a new quarterly schedule which expanded from two meetings per year to four meetings per year.

IX: Anticipated Comments

Comments received from the FY 2020-21 Unmet Transit Needs cycle were shared with the council for their information and the two comments received for this Unmet Transit Needs cycle were also shared.

THE SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE MEETING WAS ADJOURNED
AT 2:45 PM

Madera County Transportation Commission Definition of “Unmet Transit Needs”

The Madera County Transportation Commission has determined that its definition of the term “**unmet transit needs**” includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation, and the Commission has determined that its definition of the term “**reasonable to meet**” shall apply to all related public or specialized transportation services that:

- (1) are feasible;
- (2) have community acceptance;
- (3) serve a significant number of the population;
- (4) are economical; and
- (5) can demonstrate cost effectiveness

by having a ratio of fare revenues to operating cost at least equal to 10 percent, and the Commission has determined that its definition of the term “reasonable to meet” shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established.

Tulare County Unmet Transit Need Definition and Criteria

“Unmet Transit Need”: An unmet transit need, as identified during Tulare County Association of Governments annual Unmet Transit Needs Process, exists where public transit services are not currently provided for persons who rely on public transit to conduct daily activities. At a minimum, an unmet need must be identified by substantial community input through the public outreach process or identified in a Short Range Transit Plan, Coordinated Transportation Plan, or the Regional Transportation Plan and has not yet been implemented or funded.

“Reasonable to Meet”: Following is the TCAG definition of "Reasonable to Meet" including the recommended benchmarks for the passenger farebox recovery ratio for new transit services in Tulare County. An unmet transit need shall be considered “reasonable to meet” if the proposed service is in compliance with of the following criteria, as each are applicable:

Equity

1. The new, expanded, or revised transit service is needed by, and will benefit, either the general public or the elderly and disabled population as a whole. Transit service cannot be provided for a specific subset of either of these groups.
2. The proposed service will not require reductions in existing transit services that have an equal or higher priority.
3. The proposed service will require a subsidy generally equivalent to other similar services.

Timing

1. The proposed service is in response to an existing rather than future transit need.

Feasibility

1. The proposed service can be provided with available TDA funding (per state law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.)
2. Sufficient ridership potential exists for the new, expanded, or revised transit service.
3. The proposed service can be provided with the existing fleet or under contract to a private provider.

Performance

1. The proposed service will not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.
2. The proposed service can meet the scheduled passenger fare ratio standards as described in the recommended benchmarks for the passenger farebox recovery ratio for new transit services in Tulare County.
3. The estimated number of passengers to be carried will be in the range of similar services, and/or, the proposed service provides a "link" or connection that contributes to the effectiveness of the overall transit system.
4. The proposed service must have potential providers that are available to implement the service.

Community Acceptance

1. The proposed service has community acceptance and/or support as determined by the unmet needs public outreach process, inclusion in adopted programs and plans, adopted governing board positions and/or other existing information.

ADA Conformity

1. The new, expanded, or revised transit service, in conforming with the requirements of the Americans with Disabilities Act, will not impose an undue financial burden on the transit operator if complementary paratransit services are subsequently required.

Operational Feasibility

1. The new, expanded, or revised transit service must be safe to operate and there must be adequate roadways and turnouts for transit vehicles.

Notes:

1. Per state law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.

RECOMMENDED BENCHMARKS FOR PASSENGER FAREBOX RECOVERY RATIO FOR NEW TRANSIT SERVICES IN TULARE COUNTY.

The state has established a basic requirement in Section 99268 of the Public Utility Code for all proposed transit services in urban areas (the Visalia, Tulare, and Porterville Urbanized Areas). This requirement is to achieve a 20% passenger fare ratio by the end of the third year of operation. A passenger fare ratio of 10% exists for special services (i.e. elderly and disabled, demand-response) and rural area services. Transit serving both urban and rural areas, per state law, may obtain a blended passenger fare ratio. If a provider is granted a blended farebox recovery, performance levels should be adjusted accordingly.

TCAG has established more detailed interim passenger fare ratio standards, which will be used to evaluate new services as a result of the unmet needs process as they are proposed and implemented, which are described below. Transit serving both urban and rural areas, per state law, may obtain an "intermediate" passenger fare ratio.

END OF TWELVE MONTHS OF SERVICE

Performance Level

<i>Urban Service</i>	<i>Special/Rural Service</i>	<i>Recommended Action</i>
Less than 6%	Less than 3%	Provider may discontinue service
6% or more	3% or more	Provider will continue service, with modifications if needed

END OF TWENTY-FOUR MONTHS

Performance Level

<i>Urban Service</i>	<i>Special/Rural Service</i>	<i>Recommended Action</i>
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Less than 10%	Less than 5%	Provider may discontinue service
10% or more	5% or more	Provider will continue service, with modifications, if needed.

END OF THIRTY-SIX MONTHS

Performance Level

<u>Urban Service</u>	<u>Special/Rural Service</u>	<u>Recommended Action</u>
Less than 15%	Less than 7%	Provider may discontinue service
15-20%	7-10%	Provider will continue service, with Modifications if needed
20% or more	10% or more	Provider will continue service, with Modifications if needed

MERCED COUNTY UNMET TRANSIT NEED AND REASONABLE TO MEET DEFINITIONS

Unmet Transit Need:

An **unmet transit need** is an inadequacy in the existing public transit services for persons recognized as transit-dependent in Merced County.

Reasonable to Meet:

An unmet transit need that meets the definition above and meets **all** the following criteria shall be considered reasonable to meet:

Minimum requirements:

1. **Feasibility** - The proposed transit service can be achieved safely and will not violate local, state, and federal law.
2. **Funding** - The proposed transit service will not cause the transit operator to incur expenses greater than the maximum allocation of Transportation Development Act Local Transportation Funds.
3. **Equity** - The proposed transit service will benefit the general public, with particular consideration for those who rely on public transportation, seniors, and disabled persons, within the meaning of Title VI or other similar assessments.

Other areas for consideration:

4. **Community Acceptance** - There needs to be demonstrated interest of citizens in the proposed transit service such as multiple comments or petitions.
5. **Potential Ridership** – The proposed transit service will not reduce the existing level of transit service and will comply with safety, security and maintenance requirements. The proposed transit service will meet “new service” ridership performance standards established for the transit operator in its agency planning documents. Measurement of ridership performance may include assessing passengers per hour and passengers per mile.
6. **Cost Effectiveness** – Unless the proposed transit service is eligible for a two-year exemption period, it must not reduce the ability of the overall transit system service to meet minimum fare box return requirements as stated in the Transportation Development Act statutes or established by Merced County Association of Governments.

January 2021
SSTAC

STAFF REPORT

SUBJECT: Unmet Transit Needs Public Hearing

RECOMMENDED ACTION: Action

SUMMARY:

Each year, pursuant to state law, as the Regional Transportation Planning Agency the San Joaquin Council of Governments (SJCOG) must identify any unmet transit needs that may exist in San Joaquin County. If needs are found, SJCOG must determine whether those needs are reasonable to meet. State law requires SJCOG to ensure that reasonable needs are met before Transportation Development Act (TDA) funds are allocated to local jurisdictions for non-transit purposes.

The unmet transit needs assessment requires SJCOG to meet the following requirements:

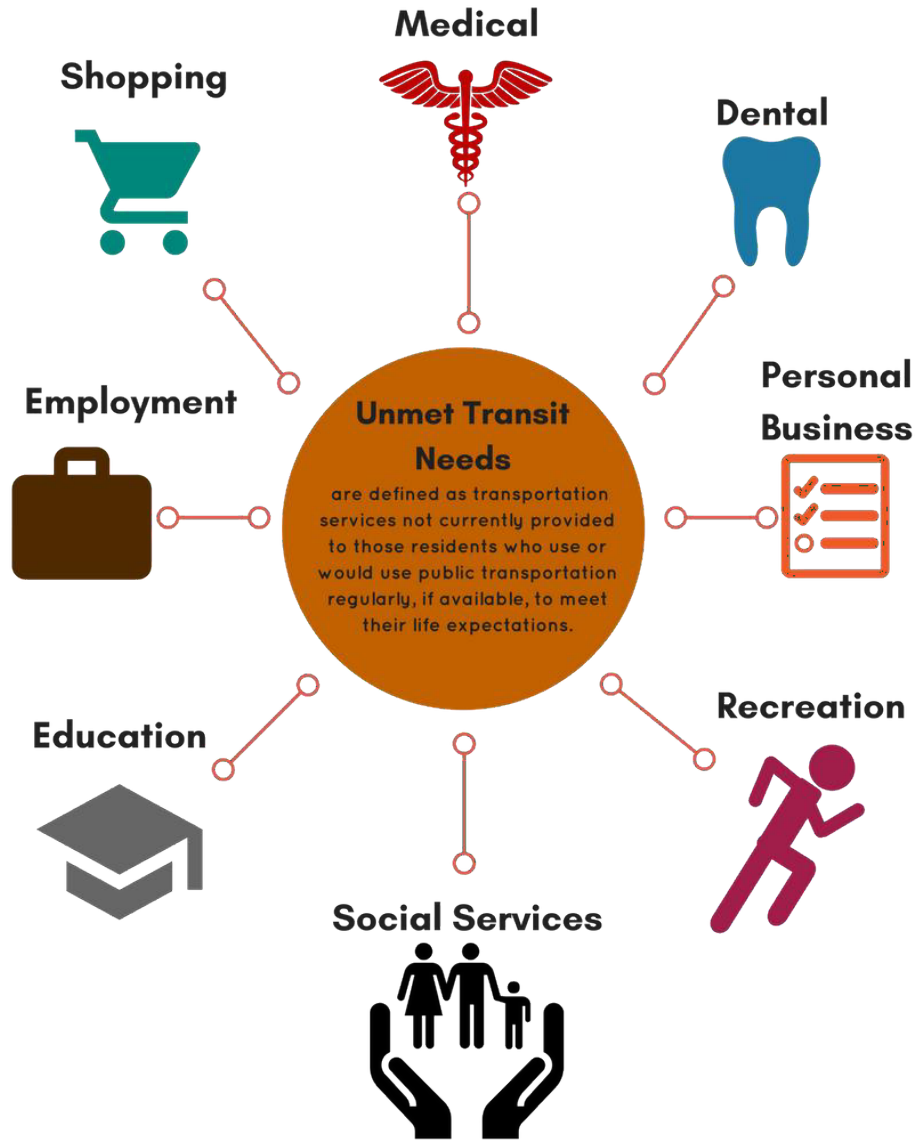
1. Ensure that several factors have been considered in the planning process, including:
 - a. Size and location of groups likely to be dependent on transit,
 - b. Adequacy of existing services and potential alternative services
 - c. Service improvements that could meet all or part of the travel demand.
2. Hold a public hearing to receive testimony on unmet needs.
3. Define the terms "unmet transit needs" and "reasonable to meet."
4. Adopt a finding regarding unmet transit needs and allocate funds to address those needs, if necessary, before street and road TDA allocations.

RECOMMENDATION:

SJCOG staff recommend that the SSTAC Chair open the public hearing to receive unmet transit needs comments, and then close the public hearing with no further action necessary at this time.

BACKGROUND:

At the request of the SSTAC, SJCOG formed a subcommittee to review the adopted definitions of "unmet transit need" and "reasonable to meet" in September 2017. The updated definitions as proposed by the subcommittee and adopted by the Board in February 2018, are as follows:



An unmet transit need that meets the definition above, and meets all the following criteria, shall be considered **reasonable to meet**:



Within the definition, an unmet transit need cannot be found unreasonable solely based upon economic feasibility.

DISCUSSION:

The COVID 19 pandemic has caused a lot of uncertainty among transit riders, therefore, to ensure San Joaquin County residents are provided an opportunity to voice their transit needs, SJCOG has increased the modes in which residents can participate in the Unmet Transit Needs (UTN) assessment. SJCOG staff have laid out the following tasks to ensure widespread input is gathered:

- Extended the public comment period from December 31st, 2020 to January 31st, 2021.
- Created a new email address, UTN@SJCOG.ORG to receive UTN comments year-round.
- Published the December 3rd, 2020 UTN Public Hearing notice in 6 local newspapers, including a Spanish newspaper.
- Made available both an online and printable (English and Spanish) UTN Survey.
- Conducted informational UTN PowerPoint presentations to various community groups.
- Held a Public Hearing at the December 2020 SJCOG Board Meeting.

NEXT STEPS:

- SJCOG will collect comments until January 31, 2021
- SJCOG and SSTAC members will analyze all comments to determine if any are considered unmet transit needs that are reasonable to meet
- Board adoption of UTN findings in Spring 2021

Report prepared by Joel Campos, Associate Regional Planner

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

From KCAG's SSTAC 1.28.2021 Agenda

Before the KCAG Transportation Policy Committee (TPC) may allocate any portion of the LTF claimed for streets and roads, it must make certain specific findings concerning unmet transit needs, and whether the needs can be reasonably met. The TPC's decision will be based on the committee's evaluation of the services now provided, the testimony given at the public hearing, and whether proposed expenditures of the LTF comply with the policies of the Kings County Regional Transportation Plan (RTP).

The TPC conducts public hearings annually to determine if any "unmet public transit needs" which are "reasonable to meet" exist in Kings County or the cities of Avenal, Corcoran, Hanford, and Lemoore. State law requires that KCAG determine its definitions of the following terms:

- A. "Unmet transit need"
- B. "Reasonable to meet".

KCAG has defined these terms in the RTP as follows:

- A) "Unmet transit need", at a minimum, exists where local residents do not have access to private vehicles or other forms of transportation, due to age, income, or disability, for the purpose of traveling to medical care, shopping, social/recreational activities, education/training and employment.
- B) It is "reasonable to meet" the above needs if the proposed or planned service can be operated while maintaining, on a system wide basis, the adopted service goals for that type of service and meet the following criteria:
 - 1) New, expanded, or revised transit service, if implemented or funded, would not cause the operator to incur expenditures in excess of the maximum amount of Transportation Development Act funds available to Kings County.
 - 2) The proposed transit service does not duplicate transit services currently provided by either public or private operators.
 - 3) The proposed transit service has community support from the general public, community groups, and community leaders.
 - 4) New, expanded, or revised transit service, if implemented or funded, would allow the responsible operator to meet the TDA required applicable farebox revenue ratio.
 - 5) There is supporting data to indicate sufficient ridership potential for the new, expanded, or revised service.
 - 6) Implementation of the new, expanded, or revised transit service should achieve or be moving toward the goals outlined in the Kings County Transit Development Plan for a comparable type of service. Services not meeting the goals should be evaluated on a yearly basis to determine if modifications or cancellation of service should be implemented.
 - 7) The proposed transit service shall have a reasonable expectation of future demand and available funding on a long term basis to maintain the service.

- 8) Is needed by and would benefit either the general public or the elderly and disabled population as a whole.

Analysis of Comments Received During the FY 21/22 Unmet Transit Needs Process

Comment #	Agency Affiliation	Transit Service/Jurisdiction	Public Comments	Is it an "Unmet Transit Need"	If identified as an "Unmet Transit Need", is it "Reasonable to Meet"	Notes
Comments submitted via phone						
1	City of Madera	Madera Metro	A bus stop is needed at Roosevelt and Olive across from Sierra Vista Elementary.			
2	City of Madera	Madera Metro	There is currently a bus stop on Sunrise between A and Vineyard, a bus shelter is needed for shade and protection from inclement weather.			
3	City of Madera	Madera Metro	There is currently a bus stop at Olive and Martin near Planet Fitness, a bus shelter is needed for shade and protection from inclement weather.			
Comments submitted via public comment email						
4	County	MCC/Eastern Madera County	Why isn't YARTS year-round on HWY 41? We live in Coarsegold, near YLP. If you don't have a car, unable to get to Oakhurst or Fresno.			
Comments submitted via Unmet Transit Needs Online Survey						
5	ALL	Madera Metro, DAR, Chowchilla Area Transit, Madera County Connection	More on-time schedules.			
6	ALL	Madera Metro, DAR, Chowchilla Area Transit, Madera County Connection	Not being skipped by dial-a-ride			
Comments from Leadership Counsel for Justice and Accountability						
7	City of Madera	Madera Metro	Transit users in the City of Madera report up to one hour wait times for buses on occasion, and expressed the need for routes in the City of Madera to run more frequently.			

8	ALL	ALL	Residents and transit users report a need to expand rate assistance programs to provide free rides to people who are unable to pay their bus fare but who have transit needs nonetheless. This need was raised during the COVID-19 pandemic, during which many transit users have experienced additional financial hardships.
9	County	County	Residents and transit users report a need for street lighting in La Vina and Fairmead to ensure transit users' first and last miles are safely lit.
10	City of Madera	Madera Metro	Residents and transit users continue to elevate the need for wastebaskets at bus stops in the City of Madera.
11	County	County	Residents and transit users in unincorporated communities have identified streets that need repavement and clean mobility infrastructure like sidewalks, crosswalks, and street lighting in order to facilitate their first and last miles, and thus, their use of public transit. A few examples that were elevated in our conversations were sidewalks and street lighting along Avenue 9 and within the subdivision of homes located in La Vina, and road repavement to Rd 26 in Madera Acres, Rd 29 in Parksdale, and Valerie Avenue in Madera Acres.
12	ALL	ALL	Resident and transit users report the need for electronic bus signs on buses and at bus stops. At bus stops, an electronic sign should indicate the estimated time of arrival of the bus and its destination along its current route, and electronic signs on the buses should confirm the direction in which the bus is travelling along its route with its final destination. Residents report that this will greatly improve the user-friendliness of public transit in Madera County and encourage ridership.

13 Madera County Connection MCC/Eastin Arcola-Ripperdan-La Vina Residents and transit users in La Vina continue to elevate the need for more frequent routes between La Vina and the City of Madera. Currently, the bus only runs on Wednesdays and Fridays, leaving transit-dependent persons with no other means of transportation without access to basic amenities (including healthcare, food, and other emergency services) most days of the week.

14 Madera County Connection MCC/Chowchilla-Fairmead Lastly, residents and transit users in Fairmead have elevated the need to continue working towards installation of a second bus stop in Fairmead. As we understand it, the status of this project is pending collaboration between the Fresno EOC and Madera County Public Works. We ask that MCTC direct these agencies to continue their work on this project as soon as possible, and oversee progress to ensure this project stays on track.

15 Madera County Transportation Commission Madera County Transportation Commission Lastly, our organization requests a breakdown of transportation funding (whether from general fund dollars, local tax revenue, grant funding, or any other source of revenue) and expenditures on transportation and transit-related projects during the past two years in Madera County, the City of Madera, and the City of Chowchilla. This will be helpful in order for us to better understand the transportation and transit projects MCTC & other relevant agencies in Madera County have prioritized with the funding that has been available in the last few years.



April 21, 2021
 Madera County Transportation Commission
 2001 Howard Rd, Ste 201
 Madera, CA 93637

Submitted electronically via email to: publiccomment@maderactc.org

Re: Comments on Unmet Transit Needs in Madera County

Dear Commissioners Rodriguez, Wheeler, Ahmed, Frazier, Gallegos, and Poythress,

I am writing regarding the unmet transit needs hearing process. Our organization continues to hear from residents in Fairmead, La Viña, the City of Madera, and other communities in Madera County whose transit needs remain unmet by this agency, despite our participation in this process for the past several years. In this letter, we will list the unmet transit needs that residents have elevated to us in the past few months and request additional information from this agency regarding use of transportation and transit funding. Attached alongside this letter, I have also resubmitted our comment letters from the last two years' unmet transit needs survey process regarding unmet transit needs and comments regarding this process that we have elevated in previous years, which remain unaddressed by MCTC.

We are grateful for the opportunity to participate in this important public process and ask that the feedback we have received from community members on the ground be incorporated so that all Madera County residents have access to reliable, equitable, and affordable public transportation.

I. Unmet Transit Needs

In conversations with residents from the City of Madera, La Vina, and Fairmead in the past few months, community leaders and transit users have highlighted the following unmet transit needs:

- A. Transit users in the City of Madera report up to one hour wait times for buses on occasion, and expressed the need for routes in the City of Madera to run more frequently.
- B. Residents and transit users report a need to expand rate assistance programs to provide free rides to people who are unable to pay their bus fare but who have transit needs nonetheless. This need was raised during the COVID-19 pandemic, during which many transit users have experienced additional financial hardships.
- C. Residents and transit users report a need for street lighting in La Vina and Fairmead to ensure transit users' first and last miles are safely lit.
- D. Residents and transit users continue to elevate the need for wastebaskets at bus stops in the City of Madera.



- E. Residents and transit users in unincorporated communities have identified streets that need repavement and clean mobility infrastructure like sidewalks, crosswalks, and street lighting in order to facilitate their first and last miles, and thus, their use of public transit. A few examples that were elevated in our conversations were sidewalks and street lighting along Avenue 9 and within the subdivision of homes located in La Vina, and road repavement to Rd 26 in Madera Acres, Rd 29 in Parksdale, and Valerie Avenue in Madera Acres.
- F. Resident and transit users report the need for electronic bus signs on buses and at bus stops. At bus stops, an electronic sign should indicate the estimated time of arrival of the bus and its destination along its current route, and electronic signs on the buses should confirm the direction in which the bus is travelling along its route with its final destination. Residents report that this will greatly improve the user-friendliness of public transit in Madera County and encourage ridership.
- G. Residents and transit users in La Vina continue to elevate the need for more frequent routes between La Vina and the City of Madera. Currently, the bus only runs on Wednesdays and Fridays, leaving transit-dependent persons with no other means of transportation without access to basic amenities (including healthcare, food, and other emergency services) most days of the week.
- H. Lastly, residents and transit users in Fairmead have elevated the need to continue working towards installation of a second bus stop in Fairmead. As we understand it, the status of this project is pending collaboration between the Fresno EOC and Madera County Public Works. We ask that MCTC direct these agencies to continue their work on this project as soon as possible, and oversee progress to ensure this project stays on track.

II. Request for Additional Information

Lastly, our organization requests a breakdown of transportation funding (whether from general fund dollars, local tax revenue, grant funding, or any other source of revenue) and expenditures on transportation and transit-related projects during the past two years in Madera County, the City of Madera, and the City of Chowchilla. This will be helpful in order for us to better understand the transportation and transit projects MCTC & other relevant agencies in Madera County have prioritized with the funding that has been available in the last few years.

Thank you in advance for your attention to these comments and to our request for additional information. Please do not hesitate to reach out to me with any questions.

Gratefully,

Madeline Harris
Policy Advocate

APPENDIX C

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – July 15, 2021



Meeting of the Social Services Transportation Advisory Council

LOCATION

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

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

DATE

July 15, 2021

TIME

10:00

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

Fern Facchino	Potential Transit User 60 Years or Older
Rosalind Esqueda	Representative of a Transit Provider
Ellen Moy	Representative of a Transit Provider
Anabel Miranda	Local Social Service Provider for Persons of Limited Means
Frank Simonis	Potential Transit User Who Is Disabled
Annie Self	Representative of the Local Social Service Provider for Disabled
Vacant	Representative of the Local Social Service Providers for Seniors
Vacant	Representative of the Local Social Service Providers for Seniors
Vacant	Representative of the Local Social Service Provider for Disabled

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

<https://www.gotomeet.me/MaderaCTC/sstac-meeting-71521>

You can also dial in using your phone.

United States: [+1 \(669\) 224-3412](tel:+16692243412)

Access Code: 421-079-597

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

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AGENDA

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MEETING CONDUCT

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RECORD OF THE MEETING

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Agenda

Item	Description	Enclosure	Action
1.	Call to order		
2.	Public Comment		
3.	New Member Orientation Roles and responsibilities Handout SSTAC Bylaws	Yes	Discussion
4.	Election of Officers	Yes	Action
5.	Re-affirm April 1, 2021 agenda items	Yes	Action
6.	Minutes of the April 1, 2021 SSTAC Meeting	Yes	Action
7.	Re-affirm May 3, 2021 agenda items	Yes	Action
8.	Minutes of the May 3, 2021 SSTAC Meeting	Yes	Action
9.	SSTAC Member Vacancies	No	Discussion
10.	Unmet Transit Needs Definition Worksheet Transit Agencies Data	Yes	Action
11.	Discuss Future Meetings Future Meeting date	Yes	Discussion
12.	Adjournment		

“UNMET TRANSIT NEEDS”

The “Unmet Transit Needs” process is required by State law to be conducted annually. The process is intended to identify those transit needs in the City of Madera, City of Chowchilla, and the County of Madera that are reasonable to meet. Where an unmet transit need is identified by the MCTC Policy Board to be reasonable to meet, the responsible jurisdiction(s) must develop a plan to provide transit service to meet the need within the following year.

Social Service Transportation Advisory Council (SSTAC):

Role:

To forward a recommendation to the MCTC Policy Board regarding transit needs and issues.

Responsibilities:

1. Annually participate in the identification of transit needs in Madera County, including unmet transit needs that may exist within Madera County and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
2. Annually review and recommend action by MCTC Policy Board for the area within Madera County which finds by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
3. Advise the MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.

Social Services Transportation Advisory Council Rules

The Social Services Transportation Advisory Council (SSTAC) was established under the requirements of the Transportation Development Act. The SSTAC serves as an advisory body to the Madera County Transportation Commission (MCTC) regarding the transit needs of residents of the Madera Region, including, but not limited to, transit dependent and transit disadvantaged persons such as the elderly, disabled, and persons of limited means.

The SSTAC shall be governed by the following rules.

A. RESPONSIBILITIES

1. Advise MCTC on the following:
 - a. Transit needs of the general public (e.g. hours of service, new bus routes, shorter headways, etc.) including, but not limited to, transit dependent and transit disadvantaged persons such as the elderly, disabled, and persons of limited means.
 - b. Coordination between transit service providers in the region.
 - c. Other issues the membership believes are relevant to transit in the Madera Region (i.e. potential review of transit grant applications, coordination/consolidation of specialized transit services, connections to interregional transit services, etc.)
2. Annually participate in the identification of transit needs in the Madera Region, including unmet transit needs that may exist and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services.
3. Annually review and recommend action by MCTC which finds, by resolution, that:
 - a. there are no unmet transit needs;
 - b. there are no unmet transit needs that are reasonable to meet; and/or
 - c. there are unmet transit needs, including needs that are reasonable to meet.

B. PARTICIPANTS

1. SSTAC meeting participation shall include seven members per statutory guidelines (see Public Utilities Code Section 99238 below):
 - (a) One representative of potential transit users who is 60 years of age or older.
 - (b) One representative of potential transit users who is disabled.
 - (c) Two representatives of local social service providers for seniors, including one

representative of a social service transportation provider, if one exists.

(d) Two representatives of local social service providers for the disabled, including one representative of a social service transportation provider, if one exists.

(e) One representative of a local social service provider for persons of limited means.

(f) Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.

(g) The MCTC Board of Commissioners may appoint additional members in accordance with the procedure in subdivision (b) of Section 99238 of the Government Code.

2. In appointing council members, MCTC shall strive to attain geographic and minority representation among council members.

C. TERM OF OFFICE

1. The term of appointment shall be for three years and may be renewed.

D. VACANCIES

1. A vacancy shall be created when a member: resigns; completes their term of appointment and does not wish to be reappointed; misses three consecutive regular meetings without good cause; or when a member can no longer carry out their responsibilities as a council member.

2. If a member resigns during his/her term, MCTC’s Executive Director may fill vacancies, in consultation with the SSTAC or SSTAC Chair, for the remainder of the original term.

3. The MCTC Board of Commissioners approves three-year appointments.

4. All SSTAC positions shall be advertised every three years to either extend the tenure of current positions or appoint new members.

E. ELECTION OF OFFICERS

1. During the first meeting of the calendar year, the council shall elect a Chair and Vice Chair to serve for one year. Upon resignation of an officer, a special election shall be held.

F. DUTIES OF OFFICERS

1. **Chair:** The Chair shall preside at all SSTAC meetings. The Chair may appoint committees, conduct elections to fill the positions of Chair and Vice Chair, prepare and sign correspondence reflecting SSTAC votes or input provided, and may delegate his/her responsibility to sign correspondence. The Chair or his/her designee should report to the MCTC Board of Commissioners on recommendations of the SSTAC.
2. **Vice Chair:** In the absence of the Chair, the Vice Chair shall perform the duties of the Chair.
3. **Secretary:** The Secretary shall be a staff member of MCTC. The Secretary shall provide information and general assistance; take meeting notes for all SSTAC meetings; prepare agendas, SSTAC letters and other correspondence, as requested by the Chair; and prepare and distribute special notices, agenda announcements, staff reports and other materials.

G. ORGANIZATION AND PROCEDURES

1. **Meetings:** The SSTAC shall meet at least twice per year, typically in April. Additional meetings may be held as needed. Alternate times and dates to those scheduled must be agreed upon by a majority of the members in order to carry out the responsibilities described above. The meetings shall be open to the public in compliance with the Ralph M. Brown Act (Government Code Section 54950 et seq.) and shall be held at the Madera County Transportation Commission office. If an alternate location is required, it must be an accessible location in order to facilitate the attendance of physically disabled members of the SSTAC and the community in general. In the event both the Chair and Vice Chair are absent, the majority of a quorum may appoint a presiding officer for that meeting.
2. **Quorum:** A quorum shall constitute one-half (1/2) plus one (1) of the current membership.
3. **Voting:** Actions are generally taken by consensus of all participants. If a vote is required, it shall be by a voice vote unless any member requests a roll call vote. Where a vote is taken, passage requires four votes.
4. **Limitation of Discussion:** Discussion on any matter by council members or the general public may be limited to such length of time as the Chair may deem reasonable under the circumstances.
5. **Conduct of Meetings:** Meetings are generally to be conducted in accordance with the principles of Robert's Rules of Order.

6. **Meeting Notes:** Meeting notes recording the members and visitors present, motions entertained, and actions taken at each meeting shall be prepared by MCTC staff and posted on the MCTC website.
7. **Rules:** These rules may be amended by a majority vote of the SSTAC members and subsequent approval by the MCTC Board of Commissioners.
8. **Communications:** Official communications shall be in writing and shall be approved by the SSTAC or SSTAC Chair. Official communications approved by the SSTAC Chair shall be shared with the SSTAC as soon as reasonably practical. The Chair, or his/her designee, should make presentations to the MCTC Board for unmet transit needs findings.

Approved by MCTC Policy Board on March 18, 2020.



Regular Meeting of the Social Services Transportation Advisory Council

LOCATION

Webinar

Please join my meeting from your computer, tablet or smartphone.

<https://www.gotomeet.me/MaderaCTC/sstac-meeting---april-1-2021>

You can also dial in using your phone.

United States: [+1 \(872\) 240-3212](tel:+18722403212)

Access Code: 496-116-213

DATE

April 1, 2021

TIME

1:30

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

Pamela Mashack	Potential Transit User 60 Years or Older
Rosalind Esqueda	Representative of the Local Social Service Providers for Seniors
Ellen Moy	Representative of the Local Social Service Providers for Seniors
Vacant	Potential Transit User Who Is Disabled
Annie Self	Representative of the Local Social Service Provider for Disabled
Vacant	Representative of the Local Social Service Provider for Disabled
Vacant	Local Social Service Provider for Persons of Limited Means

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RECORD OF THE MEETING

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Agenda

Item	Description	Enclosure	Action
1	Introductions		
2	Public Comment		
3	Minutes of the May 27, 2020 SSTAC Meeting	Yes	Approve
4	New Member Orientation: Roles and responsibilities Handout	Yes	Discussion
5	Election of Officers	No	Discussion
6	SSTAC Member Vacancies Outreach for Vacancies Categories: (1) Potential Transit User Who Is Disabled; (2) Representative of the Local Social Service Provider for Disabled; (3) Local Social Service Provider for Persons of Limited Means	Yes	Discussion
7	Unmet Transit Needs Definition Review MCTC's definition and other agencies definition	Yes	Accept or Amend
8	Quarterly Meetings for FY 2021-2022 Proposed schedule	Yes	Discussion
9	Anticipated Comments Comments received from FY 2020-21	Yes	Discussion
10	Discuss Future Meetings Unmet Needs Public Hearing – April 17, 2021 SSTAC Meeting – April 26		

Social Service Transportation Advisory Council

MINUTES

DATE

Thursday, April 1, 2021

The regular meeting of the Social Service Transportation Advisory Council held Thursday, April 1, 2021 via GoToWebinar and was called to order by MCTC Staff Evelyn Espinosa at 1:35 .

MEMBERS PRESENT

Ellen Moy, Representative of the Local Social Service Providers for Seniors, Madera County
Annie Self, Representative of the Local Social Service Provider for Disabled, City of Madera
Pamela Mashack, Potential Transit User 60 Years or Older

STAFF PRESENT:

Dylan Stone, Madera County Transportation Commission
Troy McNeil, Madera County Transportation Commission
Jeff Findley, Madera County Transportation Commission
Evelyn Espinosa, Madera County Transportation Commission
Nicholas, Dybas, Madera County Transportation Commission

VISITORS PRESENT:

Anabelle Miranda, Madera County Workforce Development
Robin Roman, Public transportation Representative, City of Chowchilla
David Huff, Public transportation Representative, City of Madera

I: Introductions

Evelyn Espinosa called the meeting to order and led introductions.

II: Public Comment

No public comment received.

III. Minutes of the May 27, 2020 SSTAC Meeting

The minutes were approved.

IV: New Member Orientation

The roles and responsibilities Handout was read out to the council members.

V: Election of Officers

The representative for the Potential Transit User 60 Years or Older was elected Chairwoman.

V: SSTAC Member Vacancies

The flier for the SSTAC Member vacancies was included in the packet. An update about the interested individual/agency in the vacancies was shared with the council. Conversation to place current representatives of the Local Social Service Providers for Seniors to a new category for Local Transit Providers took place.

VII: Unmet Transit Needs Definition Review

The Council decided to continue using the same definition for this cycle while reconvening the SSTAC as many times as necessary to reassess the definition and reasonable to meet standards.

VIII: Quarterly Meetings for FY 2021-2022

The proposed schedule was shared with the council. This is a new quarterly schedule which expanded from two meetings per year to four meetings per year.

IX: Anticipated Comments

Comments received from the FY 2020-21 Unmet Transit Needs cycle were shared with the council for their information and the two comments received for this Unmet Transit Needs cycle were also shared.

THE SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE MEETING WAS ADJOURNED
AT 2:45 PM

Social Service Transportation Advisory Council

MINUTES

DATE

Wednesday, June 1, 2020

The regular meeting of the Social Service Transportation Advisory Council held Wednesday, June 1, 2020 via teleconference was called to order by MCTC Staff Amelia Davies at 10:30 AM.

MEMBERS PRESENT

Ellen Moy, Representative of the Local Social Service Providers for Seniors, Madera County
Rosalind Esqueda, Representative of the Local Social Service Providers for Seniors, Fresno EOC
Sophia Aguilar, Local Social Service Provider for Persons of Limited Means, Madera County
Workforce Development

STAFF PRESENT:

Amelia Davies, Madera County Transportation Commission
Evelyn Espinosa, Madera County Transportation Commission
Annie Self, Madera Metro, MV Transportation, transportation provider with the City of Madera
Ivette Iraheta, City of Madera
Michelle Avalos, City of Madera.

VISITORS PRESENT:

None.

I: Introductions

The purpose of this meeting is to go over the comments directed to the City of Madera and to have a recommendation to forward to the MCTC Board.

II: Public Comment

No public comment received.

III. Chair and vice chair officer elections

Delayed.

IV: Minutes

Approved.

V: Unmet Transit Needs Response to Comments

Comments for the City of Madera were reviewed.

VI: Recommendation to the MCTC Board

- SSTAC recommendation: In agreement that there are unmet transit needs but they are not reasonable to meet at this point.

VII: Future meetings

None scheduled.

VIII: Adjournment

THERE BEING NO FURTHER BUSINESS OF THE SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE, THE MEETING WAS ADJOURNED AT 11: 35 AM



Meeting of the Social Services Transportation Advisory Council

LOCATION

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

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

DATE

May 3, 2021

TIME

11:00 AM

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

Pamela Mashack	Potential Transit User 60 Years or Older
Rosalind Esqueda	Representative of a Transit Provider
Ellen Moy	Representative of a Transit Provider
Anabel Miranda	Local Social Service Provider for Persons of Limited Means
Frank Simonis	Potential Transit User Who Is Disabled
Annie Self	Representative of the Local Social Service Provider for Disabled
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You can also dial in using your phone.

United States: +1 (872) 240-3212

Access Code: 217-420-277

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Agenda

Item	Description	Enclosure	Action
1.	Call to order		
2.	Public Comment		
3.	New Member Orientation Roles and responsibilities Handout SSTAC Bylaws	Yes	Discussion
4.	Election of Officers	No	Action
5.	Re-affirm April 1, 2021 agenda items	No	Action
6.	Minutes of the April 1, 2021 SSTAC Meeting	Yes	Action
7.	SSTAC Member Vacancies	No	Discussion
8.	Unmet Transit Needs Definition	Yes	Discussion
9.	Comment Review and Recommendation to the MCTC Policy Board	Yes	Action
10.	Discuss Future Meetings Appoint Representative to attend MCTC's Board Meeting, May 19, 3 pm. Discuss Future Meeting Date	No	Discussion
11.	Adjournment		

Social Service Transportation Advisory Council

MINUTES

DATE

Monday, May 3, 2021

The regular meeting of the Social Service Transportation Advisory Council held Monday, May 3, 2021 via GoToMeeting was called to order by MCTC Staff Evelyn Espinosa at 11:10 am. This meeting had no quorum.

MEMBERS PRESENT

Frank Simonis, Potential Transit User Who is Disabled
Ellen Moy, Representative of a Transit Provider
Rosalind Esqueda, Representative of a Transit Provider
Anabel Miranda, Local Social Service Provider for Persons of Limited Means
Annie Self, Representative of the Local Social Service Provider for Disabled

STAFF PRESENT:

Evelyn Espinosa, Madera County Transportation Commission
Dylan Stone, Madera County Transportation Commission
Jeff Findley, Madera County Transportation Commission
Troy McNeil, Madera County Transportation Commission
Nicholas Dyvas, Madera County Transportation Commission
Sandy Ebersole, Madera County Transportation Commission

VISITORS PRESENT:

No visitors at this meeting.

I: Introductions

Evelyn Espinosa called the meeting to order and led introductions.

II: Public Comment

No public comment received.

III. New Member Orientation

The Roles and Responsibilities of the Social Services Transportation Advisory Council (SSTAC) and the SSTAC Bylaws were shared.

IV: Election of Officers

Frank Simonis was selected to be Vice-Chair.

V: Re-affirm April 1 Agenda Items

Due to lack of quorum, it could not be re-affirmed.

VI: April 1 Minutes Approval

Due to lack of quorum, the minutes could not be approved.

VII: SSTAC Member Vacancies

The Council was informed of the vacancies and the outreach to fill them and asked for suggestions. One of the members offered ideas. Staff will follow up with him about those.

VIII: Unmet Transit Needs Definition

Definitions from other agencies were included in the packet for reference. Staff suggested to work with the transit agencies via the Quarterly Transit Meetings to provide the data that would facilitate understanding what is “Reasonable to meet” part of the conversation and present it to the SSTAC members. The Council agreed that this would be a reasonable approach.

IX: Comment Review and Recommendation to the MCTC Policy Board

Comments were reviewed one by one. Of the 15 comments discussed, only one was found to be a unmet transit need which was not reasonable to meet due to cost-effectiveness. Due to a lack of quorum there was no recommendation forwarded to the MCTC Policy Board.

X: Future meetings

Staff will send out a poll to set the date for a future meeting.

XI: Adjournment

THERE BEING NO FURTHER BUSINESS OF THE SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE, THE MEETING WAS ADJOURNED AT 12:30 AM.

Unmet Transit Needs Definition Worksheet

Current definition: "The Madera County Transportation Commission has determined that its definition of the term "unmet transit needs" includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation, and the Commission has determined that its definition of the term "reasonable to meet" shall apply to all related public or specialized transportation services that:

- (1) are feasible;
- (2) have community acceptance;
- (3) serve a significant number of the population;
- (4) are economical; and
- (5) can demonstrate cost effectiveness

by having a ratio of fare revenues to operating cost at least equal to 10 percent, and the Commission has determined that its definition of the term "reasonable to meet" shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established."

Table 1. Reasonable to meet criteria

Criteria Categories	Criteria Examples	Revised Criteria
FEASIBILITY	<p>The proposed service can be provided with available TDA funding (per state law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.)</p> <p>Sufficient ridership potential exists for the new, expanded, or revised transit service.</p> <p>The proposed service can be provided with the existing fleet or under contract to a private provider.</p> <p>The proposed transit service can be achieved safely and will not violate local, state, and federal law.</p>	
OPERATIONAL FEASIBILITY	<p>The new, expanded, or revised transit service must be safe to operate and there must be adequate roadways and turnouts for transit vehicles.</p> <p>The system can be implemented safely and in accordance with local, state, and federal laws and regulations.</p>	
COMMUNITY ACCEPTANCE	<p>The proposed service has community acceptance and/or support as determined by the unmet needs public outreach process, There needs to be demonstrated interest of citizens in the proposed transit service such as multiple comments or petitions.</p> <p>The proposed transit service has community support from the general public, community groups, and community leaders.</p>	

Implementation of the new, expanded, or revised transit service should achieve or be moving toward the goals outlined in the Kings County Transit Development Plan for a comparable type of service. Services not meeting the goals should be evaluated on a yearly basis to determine if modifications or cancellation of service should be implemented.

POPULATION

EQUITY

Will benefit, either the general public or the elderly and disabled population as a whole. Cannot be provided for a specific subset of either of these groups.

The proposed service will not require reductions in existing transit services that have an equal or higher priority.

The proposed service will require a subsidy generally equivalent to other similar services.

The proposed transit service will benefit the general public, with particular consideration for those who rely on public transportation, seniors, and disabled persons, within the meaning of Title VI or other similar assessments.

The proposed new or additional service will benefit the general public, residents who use or would use public transportation regularly, the senior population, and persons with disabilities; including assessments based on title IV or other similar information where available.

Is needed by and would benefit either the general public or the elderly and disabled population as a whole.

ECONOMICAL

FUNDING

The proposed transit service will not cause the transit operator to incur expenses greater than the maximum allocation of Transportation Development Act Local Transportation Funds.

New, expanded, or revised transit service, if implemented or funded, would not cause the operator to incur expenditures in excess of the maximum amount of Transportation Development Act funds available to Kings County.

**ADA
CONFORMITY**

The new, expanded, or revised transit service, in conforming with the requirements of the Americans with Disabilities Act, will not impose an undue financial burden on the transit operator if complementary paratransit services are subsequently required.

COST-EFFECTIVENESS Unless the proposed transit service is eligible for a two-year exemption period, it must not reduce the ability of the overall transit system service to meet minimum fare box return requirements as stated in the Transportation Development Act statutes or established by Merced County Association of Governments.

The proposed new or additional transit service will not affect the ability of the overall system of the implementing agency or agencies to meet the applicable transit system performance objectives or the state farebox ratio requirement after the exemptions period, if the service is eligible for the exemption.

PERFORMANCE The proposed service will not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

The proposed service can meet the scheduled passenger fare ratio standards as described in the recommended benchmarks for the passenger farebox recovery ratio for new transit services in Tulare County.

The estimated number of passengers to be carried will be in the range of similar services, and/or, the proposed service provides a "link" or connection that contributes to the effectiveness of the overall transit system.

New, expanded, or revised transit service, if implemented or funded, would allow the responsible operator to meet the TDA required applicable farebox revenue ratio.

TIMING The proposed service is in response to an existing rather than future transit need.

The proposed transit service shall have a reasonable expectation of future demand and available funding on a long term basis to maintain the service.

POTENTIAL RIDERSHIP The proposed transit service will not reduce the existing level of transit service and will comply with safety, security and maintenance requirements. The proposed transit service will meet "new service" ridership performance standards established for the transit operator in its agency planning documents. Measurement of ridership performance may include assessing passengers per hour and passengers per mile.

The proposed transit service will maintain new service ridership performance measures of the implementing agency or agencies, as defined by the SSTAC.

There is supporting data to indicate sufficient ridership potential for the new, expanded, or revised service.

APPENDIX D

RECOMMENDATION TO THE MCTC BOARD FROM SSTAC

Social Service Transportation Advisory Council

Commission Members

•

Chairman
Jose Rodriguez
County of Madera

•

Vice Chairman
Tom Wheeler
Madera County

•

Cecilia Gallegos
Madera County

•

Brett Frazier
Madera County

•

Robert
Poythress
Madera County

•

Waseem Ahmed
City of Chowchilla

July 21, 2021

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

SUBJECT: SSTAC FY 2021/22 “Unmet Transit Needs” Recommendation

Dear Chairman Rodriguez:

It is with great pleasure that the Social Service Transportation Advisory Council (SSTAC) again makes a recommendation to the Madera County Transportation Commission concerning potential Unmet Transit Needs in Madera County. The SSTAC in weeks prior to the public hearing to review past actions and prepare for this year’s unmet transit needs process. Testimony regarding transit needs in Madera County was received at the “Unmet Transit Needs” Public Hearing on April 21, 2021. The SSTAC met again the week following the public hearing to discuss potential transit issues. Based on the testimony and written comments received our recommendations to the Commission are as follows:

The MCTC staff and SSTAC considered the hearing testimony and written comments and recommend the Commission find the following:

1. That the Madera County Transportation Commission finds that there are no unmet transit needs that are reasonable to meet in FY 2021/22 within the jurisdiction of the City of Madera, City of Chowchilla, and County of Madera.

The Madera Metro and the Madera Dial-A-Ride provide transportation services that cover the entire city of Madera.

The Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire city of Chowchilla.

The Madera County Connection (MCC) provides inter-city transportation from Chowchilla, Fairmead, Madera, La Vina, Madera Ranchos and Eastern Madera County to Children’s Hospital Central California where a connection can be made to Fresno via the Fresno Area Express (FAX).

The Senior Bus Program and the Escort Service provides transportation to the Eastern Madera County communities including the newly developed Eastern Madera County Escort Program transit service to Raymond. This service is provided on Wednesdays from 8:30am to 4:30pm.

2. Maintain existing transit systems in Madera County: Madera Transit System (Madera Metro and Dial-A-Ride) in the City of Madera; Madera County Connection; Chowchilla Area Transit Express; Eastern Madera County Escort Service; and Eastern Madera County Senior Bus.

MCTC
Executive Director
Patricia Taylor
2001 Howard Rd. Suite 201
Madera, CA 93637
(559) 675-0721
(559) 675-9328 FAX

Staff and SSTAC recommend that the current public transit systems continue to operate in Madera County. The existing transit systems meet an existing need for public transit services in the county. The existing systems are:

- Madera Transit System - City of Madera (Dial-A-Ride and Madera Metro);
- Chowchilla Area Transit Express - City of Chowchilla;
- Eastern Madera County Escort Service; and Eastern Madera County Senior Bus;
- Madera County Connection

Sincerely,

FRANK J. SIMONIS

Frank Simonis, Chair
Social Service Transportation Advisory Council



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 4-l

PREPARED BY: Evelyn Espinosa, Associate Regional Planner

SUBJECT:

Social Services Transportation Advisory Council meeting of July 15, 2021

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The Social Services Transportation Advisory Council met on July 15, 2021. The meeting packet from that meeting has been included to this agenda.

Frank Simonis was nominated and elected as SSTAC chair. All previous agendas were re-affirmed. Discussion about the Unmet Transit needs definition took place during item 10 of the agenda. A worksheet was provided to work through every criterion of the definition with the SSTAC members. This conversation is on-going.

FISCAL IMPACT:

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



Meeting of the Social Services Transportation Advisory Council

LOCATION

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

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

DATE

July 15, 2021

TIME

10:00

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

Fern Facchino	Potential Transit User 60 Years or Older
Rosalind Esqueda	Representative of a Transit Provider
Ellen Moy	Representative of a Transit Provider
Anabel Miranda	Local Social Service Provider for Persons of Limited Means
Frank Simonis	Potential Transit User Who Is Disabled
Annie Self	Representative of the Local Social Service Provider for Disabled
Vacant	Representative of the Local Social Service Providers for Seniors
Vacant	Representative of the Local Social Service Providers for Seniors
Vacant	Representative of the Local Social Service Provider for Disabled

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SPECIAL NOTICE

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

<https://www.gotomeet.me/MaderaCTC/sstac-meeting-71521>

You can also dial in using your phone.

United States: [+1 \(669\) 224-3412](tel:+16692243412)

Access Code: 421-079-597

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

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to publiccomment@maderactc.org or by calling 559-675-0721 **no later than 1:00 pm on July 14, 2021**. Comments will be shared with the Social Services Transportation Advisory Board Council and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

AGENDA

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MEETING CONDUCT

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RECORD OF THE MEETING

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Agenda

Item	Description	Enclosure	Action
1.	Call to order		
2.	Public Comment		
3.	New Member Orientation Roles and responsibilities Handout SSTAC Bylaws	Yes	Discussion
4.	Election of Officers	Yes	Action
5.	Re-affirm April 1, 2021 agenda items	Yes	Action
6.	Minutes of the April 1, 2021 SSTAC Meeting	Yes	Action
7.	Re-affirm May 3, 2021 agenda items	Yes	Action
8.	Minutes of the May 3, 2021 SSTAC Meeting	Yes	Action
9.	SSTAC Member Vacancies	No	Discussion
10.	Unmet Transit Needs Definition Worksheet Transit Agencies Data	Yes	Action
11.	Discuss Future Meetings Future Meeting date	Yes	Discussion
12.	Adjournment		

“UNMET TRANSIT NEEDS”

The “Unmet Transit Needs” process is required by State law to be conducted annually. The process is intended to identify those transit needs in the City of Madera, City of Chowchilla, and the County of Madera that are reasonable to meet. Where an unmet transit need is identified by the MCTC Policy Board to be reasonable to meet, the responsible jurisdiction(s) must develop a plan to provide transit service to meet the need within the following year.

Social Service Transportation Advisory Council (SSTAC):

Role:

To forward a recommendation to the MCTC Policy Board regarding transit needs and issues.

Responsibilities:

1. Annually participate in the identification of transit needs in Madera County, including unmet transit needs that may exist within Madera County and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
2. Annually review and recommend action by MCTC Policy Board for the area within Madera County which finds by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
3. Advise the MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.

Social Services Transportation Advisory Council Rules

The Social Services Transportation Advisory Council (SSTAC) was established under the requirements of the Transportation Development Act. The SSTAC serves as an advisory body to the Madera County Transportation Commission (MCTC) regarding the transit needs of residents of the Madera Region, including, but not limited to, transit dependent and transit disadvantaged persons such as the elderly, disabled, and persons of limited means.

The SSTAC shall be governed by the following rules.

A. RESPONSIBILITIES

1. Advise MCTC on the following:
 - a. Transit needs of the general public (e.g. hours of service, new bus routes, shorter headways, etc.) including, but not limited to, transit dependent and transit disadvantaged persons such as the elderly, disabled, and persons of limited means.
 - b. Coordination between transit service providers in the region.
 - c. Other issues the membership believes are relevant to transit in the Madera Region (i.e. potential review of transit grant applications, coordination/consolidation of specialized transit services, connections to interregional transit services, etc.)
2. Annually participate in the identification of transit needs in the Madera Region, including unmet transit needs that may exist and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services.
3. Annually review and recommend action by MCTC which finds, by resolution, that:
 - a. there are no unmet transit needs;
 - b. there are no unmet transit needs that are reasonable to meet; and/or
 - c. there are unmet transit needs, including needs that are reasonable to meet.

B. PARTICIPANTS

1. SSTAC meeting participation shall include seven members per statutory guidelines (see Public Utilities Code Section 99238 below):
 - (a) One representative of potential transit users who is 60 years of age or older.
 - (b) One representative of potential transit users who is disabled.
 - (c) Two representatives of local social service providers for seniors, including one

representative of a social service transportation provider, if one exists.

(d) Two representatives of local social service providers for the disabled, including one representative of a social service transportation provider, if one exists.

(e) One representative of a local social service provider for persons of limited means.

(f) Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.

(g) The MCTC Board of Commissioners may appoint additional members in accordance with the procedure in subdivision (b) of Section 99238 of the Government Code.

2. In appointing council members, MCTC shall strive to attain geographic and minority representation among council members.

C. TERM OF OFFICE

1. The term of appointment shall be for three years and may be renewed.

D. VACANCIES

1. A vacancy shall be created when a member: resigns; completes their term of appointment and does not wish to be reappointed; misses three consecutive regular meetings without good cause; or when a member can no longer carry out their responsibilities as a council member.

2. If a member resigns during his/her term, MCTC’s Executive Director may fill vacancies, in consultation with the SSTAC or SSTAC Chair, for the remainder of the original term.

3. The MCTC Board of Commissioners approves three-year appointments.

4. All SSTAC positions shall be advertised every three years to either extend the tenure of current positions or appoint new members.

E. ELECTION OF OFFICERS

1. During the first meeting of the calendar year, the council shall elect a Chair and Vice Chair to serve for one year. Upon resignation of an officer, a special election shall be held.

F. DUTIES OF OFFICERS

1. **Chair:** The Chair shall preside at all SSTAC meetings. The Chair may appoint committees, conduct elections to fill the positions of Chair and Vice Chair, prepare and sign correspondence reflecting SSTAC votes or input provided, and may delegate his/her responsibility to sign correspondence. The Chair or his/her designee should report to the MCTC Board of Commissioners on recommendations of the SSTAC.
2. **Vice Chair:** In the absence of the Chair, the Vice Chair shall perform the duties of the Chair.
3. **Secretary:** The Secretary shall be a staff member of MCTC. The Secretary shall provide information and general assistance; take meeting notes for all SSTAC meetings; prepare agendas, SSTAC letters and other correspondence, as requested by the Chair; and prepare and distribute special notices, agenda announcements, staff reports and other materials.

G. ORGANIZATION AND PROCEDURES

1. **Meetings:** The SSTAC shall meet at least twice per year, typically in April. Additional meetings may be held as needed. Alternate times and dates to those scheduled must be agreed upon by a majority of the members in order to carry out the responsibilities described above. The meetings shall be open to the public in compliance with the Ralph M. Brown Act (Government Code Section 54950 et seq.) and shall be held at the Madera County Transportation Commission office. If an alternate location is required, it must be an accessible location in order to facilitate the attendance of physically disabled members of the SSTAC and the community in general. In the event both the Chair and Vice Chair are absent, the majority of a quorum may appoint a presiding officer for that meeting.
2. **Quorum:** A quorum shall constitute one-half (1/2) plus one (1) of the current membership.
3. **Voting:** Actions are generally taken by consensus of all participants. If a vote is required, it shall be by a voice vote unless any member requests a roll call vote. Where a vote is taken, passage requires four votes.
4. **Limitation of Discussion:** Discussion on any matter by council members or the general public may be limited to such length of time as the Chair may deem reasonable under the circumstances.
5. **Conduct of Meetings:** Meetings are generally to be conducted in accordance with the principles of Robert's Rules of Order.

6. **Meeting Notes:** Meeting notes recording the members and visitors present, motions entertained, and actions taken at each meeting shall be prepared by MCTC staff and posted on the MCTC website.
7. **Rules:** These rules may be amended by a majority vote of the SSTAC members and subsequent approval by the MCTC Board of Commissioners.
8. **Communications:** Official communications shall be in writing and shall be approved by the SSTAC or SSTAC Chair. Official communications approved by the SSTAC Chair shall be shared with the SSTAC as soon as reasonably practical. The Chair, or his/her designee, should make presentations to the MCTC Board for unmet transit needs findings.

Approved by MCTC Policy Board on March 18, 2020.



Regular Meeting of the Social Services Transportation Advisory Council

LOCATION

Webinar

Please join my meeting from your computer, tablet or smartphone.

<https://www.gotomeet.me/MaderaCTC/sstac-meeting---april-1-2021>

You can also dial in using your phone.

United States: [+1 \(872\) 240-3212](tel:+18722403212)

Access Code: 496-116-213

DATE

April 1, 2021

TIME

1:30

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

Pamela Mashack	Potential Transit User 60 Years or Older
Rosalind Esqueda	Representative of the Local Social Service Providers for Seniors
Ellen Moy	Representative of the Local Social Service Providers for Seniors
Vacant	Potential Transit User Who Is Disabled
Annie Self	Representative of the Local Social Service Provider for Disabled
Vacant	Representative of the Local Social Service Provider for Disabled
Vacant	Local Social Service Provider for Persons of Limited Means

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RECORD OF THE MEETING

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Agenda

Item	Description	Enclosure	Action
1	Introductions		
2	Public Comment		
3	Minutes of the May 27, 2020 SSTAC Meeting	Yes	Approve
4	New Member Orientation: Roles and responsibilities Handout	Yes	Discussion
5	Election of Officers	No	Discussion
6	SSTAC Member Vacancies Outreach for Vacancies Categories: (1) Potential Transit User Who Is Disabled; (2) Representative of the Local Social Service Provider for Disabled; (3) Local Social Service Provider for Persons of Limited Means	Yes	Discussion
7	Unmet Transit Needs Definition Review MCTC's definition and other agencies definition	Yes	Accept or Amend
8	Quarterly Meetings for FY 2021-2022 Proposed schedule	Yes	Discussion
9	Anticipated Comments Comments received from FY 2020-21	Yes	Discussion
10	Discuss Future Meetings Unmet Needs Public Hearing – April 17, 2021 SSTAC Meeting – April 26		

Social Service Transportation Advisory Council

MINUTES

DATE

Thursday, April 1, 2021

The regular meeting of the Social Service Transportation Advisory Council held Thursday, April 1, 2021 via GoToWebinar and was called to order by MCTC Staff Evelyn Espinosa at 1:35 .

MEMBERS PRESENT

Ellen Moy, Representative of the Local Social Service Providers for Seniors, Madera County
Annie Self, Representative of the Local Social Service Provider for Disabled, City of Madera
Pamela Mashack, Potential Transit User 60 Years or Older

STAFF PRESENT:

Dylan Stone, Madera County Transportation Commission
Troy McNeil, Madera County Transportation Commission
Jeff Findley, Madera County Transportation Commission
Evelyn Espinosa, Madera County Transportation Commission
Nicholas, Dybas, Madera County Transportation Commission

VISITORS PRESENT:

Anabelle Miranda, Madera County Workforce Development
Robin Roman, Public transportation Representative, City of Chowchilla
David Huff, Public transportation Representative, City of Madera

I: Introductions

Evelyn Espinosa called the meeting to order and led introductions.

II: Public Comment

No public comment received.

III. Minutes of the May 27, 2020 SSTAC Meeting

The minutes were approved.

IV: New Member Orientation

The roles and responsibilities Handout was read out to the council members.

V: Election of Officers

The representative for the Potential Transit User 60 Years or Older was elected Chairwoman.

V: SSTAC Member Vacancies

The flier for the SSTAC Member vacancies was included in the packet. An update about the interested individual/agency in the vacancies was shared with the council. Conversation to place current representatives of the Local Social Service Providers for Seniors to a new category for Local Transit Providers took place.

VII: Unmet Transit Needs Definition Review

The Council decided to continue using the same definition for this cycle while reconvening the SSTAC as many times as necessary to reassess the definition and reasonable to meet standards.

VIII: Quarterly Meetings for FY 2021-2022

The proposed schedule was shared with the council. This is a new quarterly schedule which expanded from two meetings per year to four meetings per year.

IX: Anticipated Comments

Comments received from the FY 2020-21 Unmet Transit Needs cycle were shared with the council for their information and the two comments received for this Unmet Transit Needs cycle were also shared.

THE SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE MEETING WAS ADJOURNED
AT 2:45 PM

Social Service Transportation Advisory Council

MINUTES

DATE

Wednesday, June 1, 2020

The regular meeting of the Social Service Transportation Advisory Council held Wednesday, June 1, 2020 via teleconference was called to order by MCTC Staff Amelia Davies at 10:30 AM.

MEMBERS PRESENT

Ellen Moy, Representative of the Local Social Service Providers for Seniors, Madera County
Rosalind Esqueda, Representative of the Local Social Service Providers for Seniors, Fresno EOC
Sophia Aguilar, Local Social Service Provider for Persons of Limited Means, Madera County
Workforce Development

STAFF PRESENT:

Amelia Davies, Madera County Transportation Commission
Evelyn Espinosa, Madera County Transportation Commission
Annie Self, Madera Metro, MV Transportation, transportation provider with the City of Madera
Ivette Iraheta, City of Madera
Michelle Avalos, City of Madera.

VISITORS PRESENT:

None.

I: Introductions

The purpose of this meeting is to go over the comments directed to the City of Madera and to have a recommendation to forward to the MCTC Board.

II: Public Comment

No public comment received.

III. Chair and vice chair officer elections

Delayed.

IV: Minutes

Approved.

V: Unmet Transit Needs Response to Comments

Comments for the City of Madera were reviewed.

VI: Recommendation to the MCTC Board

- SSTAC recommendation: In agreement that there are unmet transit needs but they are not reasonable to meet at this point.

VII: Future meetings

None scheduled.

VIII: Adjournment

THERE BEING NO FURTHER BUSINESS OF THE SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE, THE MEETING WAS ADJOURNED AT 11: 35 AM



Meeting of the Social Services Transportation Advisory Council

LOCATION

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

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

DATE

May 3, 2021

TIME

11:00 AM

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

Pamela Mashack	Potential Transit User 60 Years or Older
Rosalind Esqueda	Representative of a Transit Provider
Ellen Moy	Representative of a Transit Provider
Anabel Miranda	Local Social Service Provider for Persons of Limited Means
Frank Simonis	Potential Transit User Who Is Disabled
Annie Self	Representative of the Local Social Service Provider for Disabled
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Vacant	Representative of the Local Social Service Providers for Seniors
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<https://www.gotomeet.me/MaderaCTC/sstac-meeting---may-3-2021>

You can also dial in using your phone.

United States: +1 (872) 240-3212

Access Code: 217-420-277

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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 **no later than 4:00 pm on April 30, 2021**. Comments will be shared with the Social Services Transportation Advisory Board Council and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

AGENDA

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

INTERPRETING SERVICES

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

Servicios de interprete no son ofrecidos en las juntas públicas de MCTC al menos de que se soliciten con tres (3) días de anticipación. Para solicitar éstos servicios por favor contacte a Evelyn Espinosa at (559) 675-0721 x 18 durante horas de oficina.

MEETING CONDUCT

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

RECORD OF THE MEETING

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

Agenda

Item	Description	Enclosure	Action
1.	Call to order		
2.	Public Comment		
3.	New Member Orientation Roles and responsibilities Handout SSTAC Bylaws	Yes	Discussion
4.	Election of Officers	No	Action
5.	Re-affirm April 1, 2021 agenda items	No	Action
6.	Minutes of the April 1, 2021 SSTAC Meeting	Yes	Action
7.	SSTAC Member Vacancies	No	Discussion
8.	Unmet Transit Needs Definition	Yes	Discussion
9.	Comment Review and Recommendation to the MCTC Policy Board	Yes	Action
10.	Discuss Future Meetings Appoint Representative to attend MCTC's Board Meeting, May 19, 3 pm. Discuss Future Meeting Date	No	Discussion
11.	Adjournment		

Social Service Transportation Advisory Council

MINUTES

DATE

Monday, May 3, 2021

The regular meeting of the Social Service Transportation Advisory Council held Monday, May 3, 2021 via GoToMeeting was called to order by MCTC Staff Evelyn Espinosa at 11:10 am. This meeting had no quorum.

MEMBERS PRESENT

Frank Simonis, Potential Transit User Who is Disabled
Ellen Moy, Representative of a Transit Provider
Rosalind Esqueda, Representative of a Transit Provider
Anabel Miranda, Local Social Service Provider for Persons of Limited Means
Annie Self, Representative of the Local Social Service Provider for Disabled

STAFF PRESENT:

Evelyn Espinosa, Madera County Transportation Commission
Dylan Stone, Madera County Transportation Commission
Jeff Findley, Madera County Transportation Commission
Troy McNeil, Madera County Transportation Commission
Nicholas Dyvas, Madera County Transportation Commission
Sandy Ebersole, Madera County Transportation Commission

VISITORS PRESENT:

No visitors at this meeting.

I: Introductions

Evelyn Espinosa called the meeting to order and led introductions.

II: Public Comment

No public comment received.

III. New Member Orientation

The Roles and Responsibilities of the Social Services Transportation Advisory Council (SSTAC) and the SSTAC Bylaws were shared.

IV: Election of Officers

Frank Simonis was selected to be Vice-Chair.

V: Re-affirm April 1 Agenda Items

Due to lack of quorum, it could not be re-affirmed.

VI: April 1 Minutes Approval

Due to lack of quorum, the minutes could not be approved.

VII: SSTAC Member Vacancies

The Council was informed of the vacancies and the outreach to fill them and asked for suggestions. One of the members offered ideas. Staff will follow up with him about those.

VIII: Unmet Transit Needs Definition

Definitions from other agencies were included in the packet for reference. Staff suggested to work with the transit agencies via the Quarterly Transit Meetings to provide the data that would facilitate understanding what is "Reasonable to meet" part of the conversation and present it to the SSTAC members. The Council agreed that this would be a reasonable approach.

IX: Comment Review and Recommendation to the MCTC Policy Board

Comments were reviewed one by one. Of the 15 comments discussed, only one was found to be a unmet transit need which was not reasonable to meet due to cost-effectiveness. Due to a lack of quorum there was no recommendation forwarded to the MCTC Policy Board.

X: Future meetings

Staff will send out a poll to set the date for a future meeting.

XI: Adjournment

THERE BEING NO FURTHER BUSINESS OF THE SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE, THE MEETING WAS ADJOURNED AT 12:30 AM.

Unmet Transit Needs Definition Worksheet

Current definition: "The Madera County Transportation Commission has determined that its definition of the term "unmet transit needs" includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation, and the Commission has determined that its definition of the term "reasonable to meet" shall apply to all related public or specialized transportation services that:

- (1) are feasible;
- (2) have community acceptance;
- (3) serve a significant number of the population;
- (4) are economical; and
- (5) can demonstrate cost effectiveness

by having a ratio of fare revenues to operating cost at least equal to 10 percent, and the Commission has determined that its definition of the term "reasonable to meet" shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established."

Table 1. Reasonable to meet criteria

Criteria Categories	Criteria Examples	Revised Criteria
FEASIBILITY	<p>The proposed service can be provided with available TDA funding (per state law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.)</p> <p>Sufficient ridership potential exists for the new, expanded, or revised transit service.</p> <p>The proposed service can be provided with the existing fleet or under contract to a private provider.</p> <p>The proposed transit service can be achieved safely and will not violate local, state, and federal law.</p>	
OPERATIONAL FEASIBILITY	<p>The new, expanded, or revised transit service must be safe to operate and there must be adequate roadways and turnouts for transit vehicles.</p> <p>The system can be implemented safely and in accordance with local, state, and federal laws and regulations.</p>	
COMMUNITY ACCEPTANCE	<p>The proposed service has community acceptance and/or support as determined by the unmet needs public outreach process, There needs to be demonstrated interest of citizens in the proposed transit service such as multiple comments or petitions.</p> <p>The proposed transit service has community support from the general public, community groups, and community leaders.</p>	

Implementation of the new, expanded, or revised transit service should achieve or be moving toward the goals outlined in the Kings County Transit Development Plan for a comparable type of service. Services not meeting the goals should be evaluated on a yearly basis to determine if modifications or cancellation of service should be implemented.

POPULATION

EQUITY

Will benefit, either the general public or the elderly and disabled population as a whole. Cannot be provided for a specific subset of either of these groups.

The proposed service will not require reductions in existing transit services that have an equal or higher priority.

The proposed service will require a subsidy generally equivalent to other similar services.

The proposed transit service will benefit the general public, with particular consideration for those who rely on public transportation, seniors, and disabled persons, within the meaning of Title VI or other similar assessments.

The proposed new or additional service will benefit the general public, residents who use or would use public transportation regularly, the senior population, and persons with disabilities; including assessments based on title IV or other similar information where available.

Is needed by and would benefit either the general public or the elderly and disabled population as a whole.

ECONOMICAL

FUNDING

The proposed transit service will not cause the transit operator to incur expenses greater than the maximum allocation of Transportation Development Act Local Transportation Funds.

New, expanded, or revised transit service, if implemented or funded, would not cause the operator to incur expenditures in excess of the maximum amount of Transportation Development Act funds available to Kings County.

ADA CONFORMITY

The new, expanded, or revised transit service, in conforming with the requirements of the Americans with Disabilities Act, will not impose an undue financial burden on the transit operator if complementary paratransit services are subsequently required.

COST-EFFECTIVENESS Unless the proposed transit service is eligible for a two-year exemption period, it must not reduce the ability of the overall transit system service to meet minimum fare box return requirements as stated in the Transportation Development Act statutes or established by Merced County Association of Governments.

The proposed new or additional transit service will not affect the ability of the overall system of the implementing agency or agencies to meet the applicable transit system performance objectives or the state farebox ratio requirement after the exemptions period, if the service is eligible for the exemption.

PERFORMANCE The proposed service will not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

The proposed service can meet the scheduled passenger fare ratio standards as described in the recommended benchmarks for the passenger farebox recovery ratio for new transit services in Tulare County.

The estimated number of passengers to be carried will be in the range of similar services, and/or, the proposed service provides a "link" or connection that contributes to the effectiveness of the overall transit system.

New, expanded, or revised transit service, if implemented or funded, would allow the responsible operator to meet the TDA required applicable farebox revenue ratio.

TIMING The proposed service is in response to an existing rather than future transit need.

The proposed transit service shall have a reasonable expectation of future demand and available funding on a long term basis to maintain the service.

POTENTIAL RIDERSHIP The proposed transit service will not reduce the existing level of transit service and will comply with safety, security and maintenance requirements. The proposed transit service will meet "new service" ridership performance standards established for the transit operator in its agency planning documents. Measurement of ridership performance may include assessing passengers per hour and passengers per mile.

The proposed transit service will maintain new service ridership performance measures of the implementing agency or agencies, as defined by the SSTAC.

There is supporting data to indicate sufficient ridership potential for the new, expanded, or revised service.



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 4-J

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

San Joaquin Valley Regional Planning Agencies Policy Council Letter on Congressional Member Designated Projects.

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

San Joaquin Valley Regional Planning Agencies Policy Council has submitted a letter (see enclosed letter) to United States Congressional Members expressing support for Member Designated Projects, including the project submitted by the Madera County Transportation Commission seeking \$10 million for the State Route 99 Madera South-Operational Improvement Project.

The Infrastructure Investment and Jobs Act (H.R. 3684) as passed by the Senate does not currently include Member Designated Projects. Transportation and Infrastructure Committee Chairman Peter DeFazio has expressed a commitment to find an alternative path forward for Member Designated Projects as part of the forthcoming reconciliation bill.

FISCAL IMPACT:

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

September 7, 2021

The Honorable Jim Costa
 United States Representative
 2081 Rayburn House Office Building
 Washington, D.C. 20515

The Honorable Josh Harder
 United States Representative
 209 Cannon House Office Building
 Washington, D.C. 20515

The Honorable Ro Khanna
 United States Representative
 306 Cannon House Office Building
 Washington, D.C. 20515

The Honorable Jerry McNerney
 United States Representative
 2265 Rayburn House Office Building
 Washington, D.C. 20515

The Honorable David Valadao
 United States Representative
 1728 Longworth House Office Building
 Washington, D.C. 20515

RE: Member Designated Projects Benefitting the San Joaquin Valley

Dear Members,

The San Joaquin Valley Regional Planning Agencies Policy Council (Policy Council) would like to thank you for your hard work this year on legislation that will help our region to address critical infrastructure needs. We support ongoing bipartisan, bicameral efforts to pass a comprehensive surface transportation reauthorization and provide new, additional investments. Our local officials also welcomed the restoration of Congressionally directed spending measures that enabled Members of the House of Representatives to pursue funding for local projects. The Policy Council appreciated your advocacy of several Member Designated Projects that were included in the *INVEST in America Act* (H.R. 2), and we now ask for your continued support ensuring these investments are included in any emerging legislative agreement this September.

The Policy Council feels fortunate that our federal representatives who innately understand the Valley were able to target these infrastructure investments to our communities in the legislation passed by the House. The *Infrastructure Investment and Jobs Act* (H.R. 3684) as passed by the Senate does not currently include Member Designated Projects. We understand that this legislation will likely be considered by the House without further amendment.

Our member agencies are nevertheless encouraged that Transportation and Infrastructure Committee Chairman Peter DeFazio has expressed a commitment to find an alternative path forward for Member Designated Projects as part of the forthcoming reconciliation bill. The T&I Committee received instructions to develop a title with \$60 billion worth of investment in the Fiscal Year (FY) 2022 budget resolution. Moving forward, the Policy Council would appreciate your help advocating for the inclusion of the following Member Designated Projects in the FY 2022 budget resolution, if allowed by the Senate Parliamentarian:

☎ (559) 266-6222

📠 (559) 314-6015

📍 1401 19th Street, Suite 300
 Bakersfield, CA 93301

🌐 <http://sjvcogs.org/>

- 1) City of Fresno seeking \$3.75 million for the Elm Avenue Road Diet Reconstruction and Class IV-Ventura/California to North Avenue project;
- 2) Madera County Transportation Commission seeking \$10 million for the State Route 99 Madera South-Operational Improvement Project;
- 3) Merced County Association of Governments seeking \$2.25 million for the Yosemite Area Regional Transportation System (YARTS) Fleet Expansion Project;
- 4) Merced County seeking \$2 million for the Atwater-Merced Expressway (AME) Phase 1B project;
- 5) Stanislaus Council of Governments seeking \$12 million for the State Route 132 West Project;
- 6) Capitol Corridor Joint Powers Authority seeking \$6.61 million for the Agnew Siding Track Infrastructure Project.
- 7) Port of Stockton seeking \$1.2 million for the Critical Urban Freight Corridor (CUFC) – Washington Street Widening Project;
- 8) San Joaquin Regional Rail Commission seeking \$6.715 million for the Stockton Rail Maintenance Facility Expansion;
- 9) San Joaquin Regional Transit District seeking \$5.3 million for the Solar Energy Project (Phase 2); and
- 10) Fresno County seeking \$20 million for the State Route 41 Excelsior Corridor Project.

We are grateful for your efforts to date to try to secure Congressionally directed spending for these important local projects. In the critical weeks ahead, the Policy Council asks for your continued advocacy to ensure our member agencies' requests are ultimately funded. Please let us know if we can provide any additional information that would be helpful as discussions continue.

Thank you for championing these Member Designated Projects. The proposed investments will help us to improve our regional transportation systems and advance our unified vision for the San Joaquin Valley. We appreciate your continued partnership and advocacy on behalf of our shared constituents and communities.

Sincerely,



Robert Poythress

Chair of the San Joaquin Valley Regional Planning Agencies Policy Council
Madera County Supervisor



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 4-K

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Request for Qualifications (RFQ) – On-call Agreements

Enclosure: No

Action: Authorize release of RFQ

SUMMARY:

The Commission maintains on-call agreements with consultants for a variety of technical services. These agreements are scheduled to expire on September 30, 2021. Staff wishes to conduct a new RFQ procurement process to update the consultant list. Once the list is updated, the approved consultants will assist the Commission in carrying out its core functions on an as-needed basis.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of September 22, 2021

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

SUBJECT:

September Valley Voice Trip, Washington D.C.

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The Valley Voice trip is schedule virtually on three separate days: Monday, September 13th, Tuesday, September 14th, and Wednesday, September 22, 2021.

Included in your package is a letter that was presented to our congressional representatives thanking them for their hard work this year on legislation that will help our region to address critical infrastructure needs. The letter also indicates support of the ongoing bipartisan, bicameral efforts to pass a comprehensive surface transportation reauthorization and provide new, additional investments. Finally, the letter also welcomed the restoration of Congressionally directed spending measures that enabled Members of the House of Representatives to pursue funding for local projects. The Policy Council expressed appreciation of their advocacy of several Member Designated Projects that were included in the *INVEST in America Act* (H.R. 2) and asked for their continued support ensuring these investments are included in any emerging legislative agreement this September. One of the many projects included on that list, submitted by Congressman Costa, is the SR 99 Southbound (Avenue 12-Avenue 7) segment.

This time is reserved for a verbal report to the Commission on the success of the Valley Voice DC Trip.

FISCAL IMPACT:

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

San Joaquin Valley Regional Policy Council

VALLEY VOICE WASHINGTON D.C.

2021

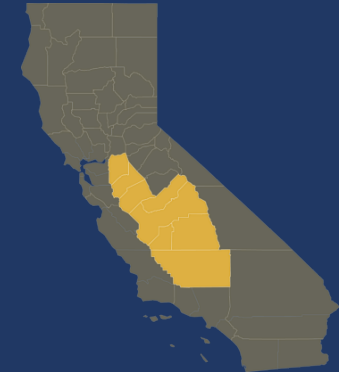


Introduction

The **Fixing America's Surface Transportation (FAST) Act** was signed into law by President Barack Obama in December 2015, authorizing \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. With the legislation set to expire on **Thursday, September 30, 2021**, this information booklet outlines priorities from the San Joaquin Valley for inclusion in the next surface transportation reauthorization package, as well as other current transportation, air quality, and water infrastructure priorities.

About California's San Joaquin Valley

California's San Joaquin Valley lies between the Sierra Nevada mountain range to the east, the Tehachapi mountains to the south, the coastal ranges to the west and the Sacramento Valley to the north. The region is comprised of eight counties (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern) and 62 cities. Most of the Valley is rural and economically driven by agriculture and goods movement, with 25 percent of the nation's food supply coming from the region. However, a significant proportion of its residents reside in urban areas, most of which are along the major transportation corridors. The Valley is also home to 23 of the 30 most disadvantaged communities in California.

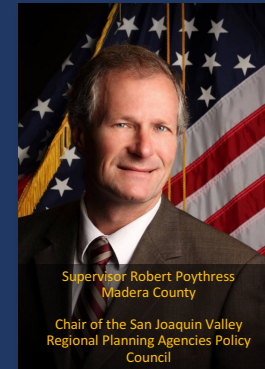


The Valley is currently home to more than four million people, which is about 10 percent of the state's population. However, by 2060, it is estimated that the region will be home to 5.7 million people, a 44 percent increase in population compared to 21 percent for California during the same time period. These growth projections promise to challenge an already stressed regional transportation network, but also provide tremendous opportunity for state and federal investments.

About the San Joaquin Valley Regional Policy Council

The San Joaquin Valley Regional Policy Council is a partnership that exemplifies the regional transportation planning agencies' commitment to working collaboratively to address regional issues, challenges, and opportunities. The 18-member Policy Council was established to build regional consensus and provide a forum for the Valley to organize, coordinate, and communicate as a region. The Policy Council consists of two elected officials from each of the eight regional planning agencies' policy boards, and the Executive Directors of the San Joaquin Valley Air Pollution Control District and the San Joaquin Joint Power Authority.

Valley Voice is the Policy Council's advocacy program that communicates the region's priorities to policymakers and agency staff in Sacramento and Washington, DC. Each year for the last ten years, a coalition of elected officials and COG staff from throughout the region travel to Sacramento and Washington, DC to advocate on behalf of the Valley with a unified voice.



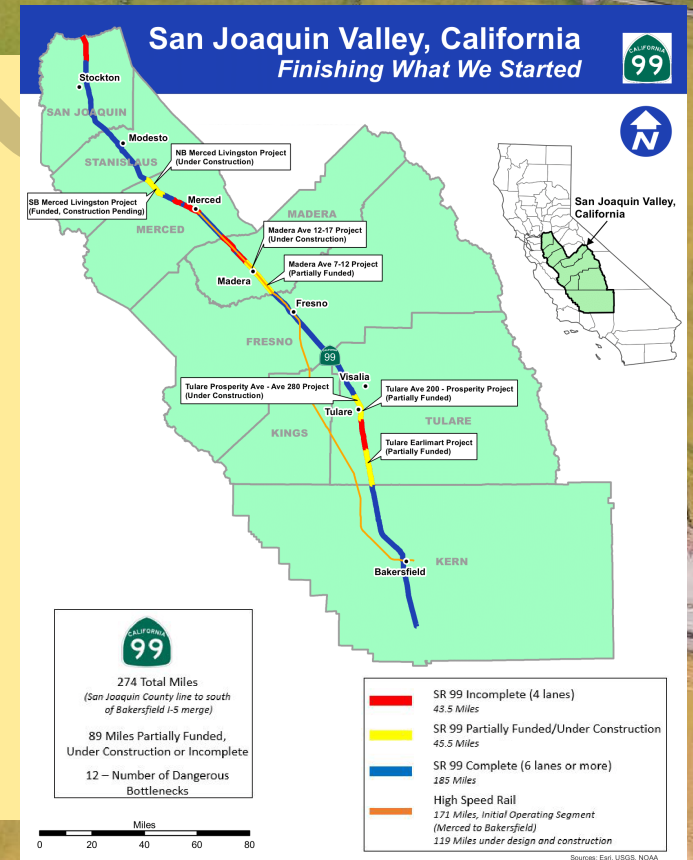
Supervisor Robert Poythress
Madera County
Chair of the San Joaquin Valley
Regional Planning Agencies Policy
Council



State Route 99

State Route (SR) 99, also known as the backbone of California—is a major goods movement state highway connecting southern California to northern California through the major cities of the San Joaquin Valley. SR 99 is on the National Primary Freight Network and has higher than average truck volumes. Lack of capacity for SR 99 results in congestion, fatal accidents, and poor air quality. The Valley Voice delegation encourages Congress and the Administration to support robust federal investments for this critical corridor.

Goods movement has become an increasingly important transportation, economic, and environment issue for the eight counties in the San Joaquin Valley. The region’s dominant industries include agriculture, food production, energy and construction, among many others. The critical role that the San Joaquin Valley plans in California and the nation’s food supply will continue to require an effective goods movement system to distribute and export products quickly and efficiency.



Policy Principles

We support passage of a multiyear surface transportation reauthorization such as the Infrastructure Investment and Jobs Act (IIJA). Understanding that the House is likely to consider that bill without further amendment, we urge members of our congressional delegation to make use of the budget reconciliation process to advance the following policy priorities and secure additional federal resources for our local needs:

- Investments in water infrastructure and storage capacity.
- Robust investments in emissions reduction such as the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Program.
- Investments in electric vehicle (EV) infrastructure, clean vehicles, and climate resiliency programs.
- Investments in agriculture conservation, drought, and forestry programs to prevent wildfires.
- Investments in workforce development and job training.

Pending Federal Grant Applications

The Valley Voice delegation encourages Congress and the Administration's support for the following projects seeking federal grant assistance through programs administered the U.S. Department of Transportation:

- 1) **State Route 99 Madera South-Operational Improvement Project.** The Madera County Transportation Commission's application for \$10 million in funding through the Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Program for \$16.4 million.
- 2) **California Inland Port Study.** The Fresno Council of Government's application for \$1 million in RAISE funding for \$2.5 million. This project would assess the feasibility of a new intermodal spine connecting seaports to key consumption and production markets.
- 3) **North Lathrop Transfer Station and Lathrop Wye Project.** The San Joaquin Regional Rail Commission's (SJRRC) application for \$25 million in RAISE funding.
- 4) **Kings County Zero-Emission Fleet Conversion Project.** The Kings County Area Public Transit Agency (KCAPTA) application for \$192,000 in funding through the Areas of Persistent Poverty Program administered by the Federal Transit Administration (FTA).
- 5) **West Coast Electric Highway Corridor.** The San Joaquin Valley Air Pollution Control District's application for \$25 million in RAISE funding for a 1,300-mile zero-emission freight corridor.

Surface Transportation Reauthorization

Member Designated Projects Requests

The Valley Voice delegation welcomes the restoration of Congressionally directed spending measures through the surface transportation reauthorization process and urges lawmakers to ensure that Member Designated Projects included in the INVEST in America Act are ultimately funded. The Valley supports the following Member Designated Project (MDP) requests submitted by the region and included in the surface transportation reauthorization bill passed by the House of Representatives:

- 1) **State Route 99 Madera South-Operational Improvement Project.** Madera County Transportation Commission is seeking \$10 million.
- 2) **Yosemite Area Regional Transportation System (YARTS) Fleet Expansion Project.** Merced County Association of Governments is seeking \$2.25 million.
- 3) **Atwater-Merced Expressway (AME) Phase 1B project.** Merced County is seeking \$2 million.
- 4) **State Route 132 West Project.** Stanislaus Council of Governments is seeking \$12 million.
- 5) **State Route 41 Excelsior Corridor Project.** Fresno County is seeking \$20 million.
- 6) **Elm Avenue Road Diet Reconstruction and Class IV-Ventura/California to North Avenue project.** City of Fresno is seeking \$3.75 million.

Budget and Appropriations

Community Project Funding Requests

The Valley Voice delegation also welcomes the restoration of Congressionally directed spending measures through the Fiscal Year (FY) 2022 appropriations process and urges lawmakers to ensure that proposals from the Valley are ultimately funded. The Valley supports the following Community Project Funding (CPF) requests in FY 2022 appropriations bills passed by the House of Representatives:

- 1) Merced County Courthouse Museum.** Merced County is seeking \$2 million through the Transportation, Housing and Urban Development, and Related Agencies appropriations bill.
- 2) Dos Palos Water Plant Clarifier Replacement project.** City of Dos Palos is seeking \$279,664 through the Interior, Environment, and Related Agencies appropriations bill.
- 3) Gustine Water Loop Line Improvements project.** City of Gustine is seeking \$950,000 through the Interior, Environment, and Related Agencies appropriations bill.

Thank You!



San Joaquin Valley Regional Planning Agencies Policy Council

c/o Kings County Association of Governments
339 W. "D" Street, Suite B
Lemoore, CA 93245
Phone (559) 266-6222

www.sjvcogs.org



STAFF REPORT
Board Meeting of September 22, 2021

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

SUBJECT:

State Legislative Update

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The MCTC Policy Board, at its May 19, 2021, meeting authorized staff to circulate a Request for Proposals to retain a transportation lobbyist to represent MCTC. Included in the scope of services were the following tasks:

1. Task 1 – State Legislative Assistance
2. Task 2 – Legislative Review and Monitoring
3. Task 3 – Legislative Advocacy
4. Task 4 – Legislative Coordination
5. Task 5 – Annual State Legislative Program
6. Task 6 – Other Legislative Services

The MCTC Policy Board meeting, at its June 23, 2021, authorized MCTC to enter a contract with Khouri Consulting beginning July 1, 2021. Due to an administrative delay, Khouri Consulting initiated its services effective September 1, 2021. Gus Khouri has been working on MCTC's behalf. He has been following the legislative session and scheduling meetings for MCTC staff. Included in your package is a State Legislative Update, prepared by Gus. He will provide a verbal report.

FISCAL IMPACT:

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



September 15, 2021

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

RE: **STATE LEGISLATIVE UPDATE – JULY**

GENERAL UPDATE

The Legislature adjourned the first year of the 2021-22 Session on September 10. The Governor has until October 10 to act on bills sent to him in the final weeks of the session. Majority vote bills go into effect January 1, 2022, urgency items become effective immediately upon enactment.

On September 14, more than 9.1 million votes were cast in the recall election of Governor Newsom. The recall effort failed by a resounding margin of 63.9% to 39.1% per unofficial results reported on the Secretary of State's website. County elections officials must report final official results to the Secretary of State by October 15, 2021. The Secretary of State will summarize and certify the county reports in the official Statement of Vote (Official Results) on October 22, 2021.

FY 2021-22 State Budget Summary

Governor Newsom has signed AB 128 (Ting), the main FY 2021-22 budget bill, and SB 129 (Skinner), the supplemental budget bill, authorizing \$262.6 billion in spending, including revenue for transportation infrastructure as follows:

- **Transit and Intercity Rail Capital Program (TIRCP) - \$2.6 billion** in funding to augment the annual \$500 million, for a total of \$3.1 billion divided as follows: \$1 billion for rail in preparation for the 2028 Los Angeles Olympics, \$1 billion for rail infrastructure statewide, \$500 million for grade separations, and \$100 million for zero-emission rail and transit equipment purchases.
- **Road Infrastructure - \$2 billion** (\$1.1 billion special funds through 2028, and \$968 million federal funds) to support the advancement of priority State Highway Operation and Protection Program (SHOPP) projects, Interregional Transportation Improvement Program (ITIP) projects, and local road and bridge investments.
- **Regional SCS Implementation - \$600 million** (\$100 million from the General Fund and \$500 million federal funds) for Housing and Community Development Department to provide additional planning and implementation grants to regional entities for Sustainable Communities Strategies (SCS) implementation, infill developments, targeted towards the state's climate goals and reducing vehicle miles traveled.

- **Active Transportation Program - \$500 million** (General Fund) to help clear the backlog for Cycle 5 for active transportation projects and projects identified for completion prior to 2028.
- **Zero-Emission Rail and Transit Equipment Purchases and Infrastructure - \$407 million** (\$100 million General Fund, \$280 million Public Transportation Account, and \$27 million federal funds) to demonstrate and purchase or lease state-of-the-art, clean bus and rail equipment and infrastructure that eliminate fossil fuel emissions and increase intercity rail and intercity bus frequencies.
- **Zero-Emission Buses and Trucks - \$1.4 billion** (\$1.3 billion General Fund, \$87 million Air Pollution Control Fund) to demonstrate and purchase or lease green buses and trucks.
- **Zero-Emission Vehicle (ZEV) Infrastructure - \$3.2 billion** over three-years for ZEV infrastructure.
- **State and Local Climate Adaption - \$400 million** from the General Fund for state and local grants to begin addressing climate change impacts to transportation. Caltrans reports that increasing temperatures, larger wildfires, heavier rainstorms, and rising sea levels and storm surges associated with climate change are posing a significant risk to the State's transportation infrastructure.
- **Clean California Program - \$1.1 billion** (General Fund) to be appropriated as follows:
 - **\$296 million** for local projects on local streets and roads, tribal land, parks, pathways, and at rail and transit centers.
 - **\$335 million** for statewide litter cleanup on the state highway system.
 - **\$287 million** for beautification projects.

SB 129 also includes language, specifically pertaining to ATP (\$500 million), TIRCP (\$2.5 billion), and the State and Local Climate Adaption funding (\$400 million), stating that money shall not be available for encumbrance or expenditure unless additional legislation is enacted by October 10, 2021. This language is directly related to the stalemate on exhausting the remaining \$4.2 billion Proposition 1A appropriation for high-speed rail. Governor Newsom is requesting the funds to complete high-speed rail construction in the San Joaquin Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage potential federal funds. The legislature has been reluctant to grant the funding, citing those investments into existing rail systems would be more beneficial. There has also been a difference of opinion on electrifying the high-speed rail system versus examining the usage of alternative fuel sources, such as hydrogen to propel the system. Hydrogen technology however is not advanced enough to allow for travel at high speeds, which is a requirement of Proposition 1A.

Given that the legislature and Governor were unable to come to an agreement on exhausting the \$4.2 billion appropriation of Proposition 1A funds for high-speed rail, the \$3.4 billion in General Fund money proposed for the Transit and Intercity Rail Capital Program (TIRCP) (\$2.5 billion), Active Transportation Program (\$500 million), and State and Local Climate Adaption (\$400 million), are no longer available. Conversations are expected to be renewed in January with the release of the 2022-23 State Budget and funds may be reconsidered.

Farebox Recovery Relief

On July 16, Governor Newsom signed AB 149 (Committee on Budget). This bill extends statutory relief in meeting farebox ratio recovery (FRR) requirements for receiving State Transit Assistance (STA), Low Carbon Transit Operations Program, and State of Good Repair funds, through FY 22-23. It also suspends Transportation Development Act and STA penalties for this duration. The bill also adds a list of new exemptions from the FRR 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.

Governor’s Climate Action Plan for Transportation Infrastructure

On July 12, the California State Transportation Agency announced its adoption of the Governor’s Climate Action Plan for Transportation Infrastructure (CAPTI). The purpose of the plan is to implement Governor Newsom’s Executive Order, N-19-19. That Executive Order aims to reduce greenhouse gas emissions and vehicle miles traveled through limiting capacity projects along the state highway system, discouraging the use of single-occupant, gas-powered vehicles, while encouraging mode shift through accelerated investments into public transportation, bicycle and pedestrian programs, and electric vehicle infrastructure.

CAPTI encourages investments in improvements for disadvantaged communities, safety improvements that reduce fatalities on roadways and transit systems, projects that respond to climate risk for transportation infrastructure projects, projects that reduce vehicle miles traveled reduction, and investments into passenger rail prioritized over highways, particularly capacity projects. Impacted funding programs include the Highway Safety Improvement Program, State Transportation Improvement Program, Local Partnership Program, Solutions for Congested Corridors Program, State Highway Operations and Protection Program, Trade Corridor Enhancement Program, and TIRCP.

CAPTI policy could require MCTC to reassess its ability to leverage Measure T funds against state grant investments. The policy could also preclude MCTC from making investments on the state highway system. While MCTC, through the San Joaquin Valley Policy Council’s (SJVPC) adopted S2021 State Legislative Platform, is supportive of many of these objectives, it may be problematic for many small urban/rural areas to refrain from making highway capacity project improvements, particularly where reductions in vehicle miles traveled may not be possible due to the lack of rail infrastructure, frequency of service, density to support those systems, or the inability of certain populations, such as farmworkers or labor to pragmatically utilize the service. This results in a need to plan, fund, and deliver projects that may increase passenger vehicle travel that addresses safety, congestion, and freight movement, particularly along lifeline routes, such as Highway 99 or freight corridors such as SR 41 and 152. Many regions (Central Coast, Inland Empire, San Joaquin Valley, and Super North – the 16 counties north of Sacramento, which is at least 31 counties) are asking the state to consider geographic areas where capacity expansion is necessary to address climate adaptation and resiliency or completing gap closures on evacuation or parallel routes, and east-west connectors, in case of natural disasters or other climate events.

Despite not having the population density of the Bay Area or Los Angeles, MCTC (also through the SJVPC), has historically advocated for the creation of programs to support multi-modal options such as rail (TIRCP and the State Rail Assistance Program), bike and pedestrian projects, and additional bus service. It is expensive however to build and operate a transit system and may not always serve as a pragmatic or efficient solution for a constituency’s daily mobility needs. Pre-pandemic, ridership levels declined in 31 metropolitan areas nationally. The widespread impact of the COVID-19 has exacerbated this predicament due to the shelter in place order and social distancing protocols. Choice riders often utilize transportation network companies, leaving society’s most vulnerable, such as seniors, school kids, those on a fixed income and the physically challenged, to cover the cost of operating expenses. Therefore, maintaining flexibility to balance mobility needs on highways and public transportation systems may be most beneficial to MCTC.

The focus on vehicle miles traveled may not provide the most constructive metric to address air quality concerns. In 2017, SJVPC advocated for utilizing the vehicle registration fee as a carbon-neutral, prospective state funding source to address congestion and mobility. A full conversion from the gas tax should be considered. The SJVPC's adopted 2021 State Legislative Platform articulates several solutions to consider that are designed to improve air quality, reduce congestion, and provide greater mobility options. Suggested strategies include operational investments such as the increase of broadband access to encourage telecommuting, ability of transit agencies to utilize vanpools and high-occupancy vehicle lanes to provide more frequent and cost-effective service, shipment of more freight via rail to ease congestion and enhance safety, creation of greater incentives for businesses to expand or relocate to help reduce vehicle miles traveled, and accelerating the installation of zero-emission charging stations and providing incentives for zero-emission vehicle purchases. The investments provide the most pragmatic approach for the region to reduce its carbon footprint.

SB 1 Cycle 3 Competitive Programs

SB 1 Cycle 3 guidelines will be discussed later this Fall through December with guideline adoption and the calls for projects in the various programs occurring in summer of 2022, and applications being due summer of 2023.

Active Transportation Program (ATP)

The ATP was created in 2013 to consolidate five programs (Transportation Alternatives Program, Safe Routes to School Program, Bicycle Transportation Account Program, Recreational Trails Program, and Environmental Enhancement and Mitigation Program) to better leverage resources to provide multi-modal options. The CTC awarded \$450 million this March for Cycle 5.

Solutions for Congested Corridors Program (SCCP)

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program makes \$250 million available annually (programmed in 2-year increments) for projects that implement specific transportation performance improvements.

Local Partnership Program (LPP)

The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at \$100 million annually.

Trade Corridor Enhancement Program (TCEP)

The TCEP provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. There is approximately \$300 million provided per year (programmed in 2-year increments) for the competitive program.



STAFF REPORT
Board Meeting of September 22, 2021

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

SUBJECT:

MCTC and MCTA Measure T Renewal Steering Committee Appointments

Enclosure: No

Action: Appoint Supervisor Poythress and Supervisor Frazier as co-chairs of the Measure T Renewal Steering Committee, and identify two alternates

SUMMARY:

The Measure T Renewal effort is underway. MCTC staff and its team members, VRPA Technologies and TBWBH (Props & Measures), have been conducting stakeholder interviews. The stakeholder interviews have been completed and the first Measure T Renewal Steering Committee (SC) meeting is scheduled for Thursday, September 23, 2021.

The Measure T Renewal Steering Committee (SC) has been formed to assist the Madera County Transportation Commission/Authority (MCTC/MCTA) with development of the 2022 Measure T ½ Percent Sales Tax for Transportation Renewal Plan. The Measure will be placed on the November 2022 General Election ballot for approval by voters. The SC is comprised of community leaders of various public and private backgrounds and elected officials. The Committee is responsible for review of related information and to make recommendations to the MCTC/MCTA Boards regarding Renewal Programs/Subprograms and the Final Measure T Renewal Investment Plan.

The SC will meet monthly over the next 10 months. Given the short timeframe and the work that will need to be completed to meet specific deadlines, the team is recommending alternates to represent each SC member. MCTC/MCTA staff is recommending policy board approval to appoint Supervisor Poythress and Supervisor Frazier as co-chairs and identify two alternates.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 5-D

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

2022 Regional Transportation Plan and Sustainable Communities Strategy Update

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

Madera County Transportation Commission will adopt the 2022 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) in the fall of 2022. The RTP/SCS is a long-range (2046 plan horizon year) planning document developed in coordination with Madera County, the Cities of Madera and Chowchilla, Tribal Governments, Caltrans District 6, transit operators, and citizen groups. The RTP/SCS must improve greenhouse gas emissions and help reduce the regions vehicle miles traveled as mandated by state legislature (Senate Bill 375 and Senate Bill 743).

Additionally, the RTP/SCS must:

- Establish clear goals and objectives for those who live and work in Madera County
- Establish a listing of prioritized fiscally constrained transportation projects and investments
- Consider multiple scenarios for how the region will grow
- Demonstrate Federal air quality conformity
- Consider how to best invest in underserved communities
- Engage with numerous stakeholders

MCTC has retained DKS Associates to assist with outreach activities related to the development of the RTP/SCS. A broad range of individuals, groups, and special interests will be actively engaged in the Plan's development. The outreach effort will ensure these groups will be included and provided with the means, and ample opportunities to share their views, ideas, and concerns as part of the process. Staff is currently forming an RTP/SCS steering committee to help guide the plan development process. Numerous opportunities will be provided for participation through surveys, social media, workshops, newsletters, and meetings. A website for the 2022 RTP/SCS will launch this month with all important information related to the plan and how interested individuals can participate.

MCTC has retained VRPA Technologies to prepare a Program Environmental Impact Report (PEIR) for the 2022 RTP/SCS in accordance with the California Environmental Quality Act. The development of the PEIR will parallel the development of the RTP/SCS and staff will seek to have the plan certified by the MCTC Board in the fall of 2022.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 5-E

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

Draft 2020-21 MCTC Project Prioritization Study

Enclosure: Yes

Action: Circulate Draft 2020-21 MCTC Project Prioritization Study

SUMMARY:

MCTC, in partnership with the City of Madera, City of Chowchilla, County of Madera, and Caltrans District 6, developed a Project Prioritization Study (PPS) for the Madera County Region. The outcome of the Study is a process to create prioritized lists of projects and programs to address traffic congestion, facilities maintenance, transit needs, aviation improvements, and active transportation (bicycle and pedestrian infrastructure and programs) to be implemented in the Madera County Region.

The goals of the PPS were to identify and prioritize transportation projects that serve the region and help MCTC meet various goals related to Greenhouse Gas (as mandated by Senate Bill (SB) 375) reduction, reducing vehicle miles traveled (as mandated by both SB 375 and SB 743), 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 also was designed to advance MCTC's overarching goal of further promoting social equity in transportation project delivery.

The main objectives of the Study were to:

- Develop a comprehensive database of transportation improvement projects by mode to address needs, including project prioritization and a cost estimation tool
- Develop a comprehensive set of performance/evaluation criteria that are important to enhancing the quality of life in Madera County
- Recognize the importance of prioritizing investment in underserved communities
- Identify viable and available funding sources to enable multimodal project delivery

Another objective of the Study was to enhance the capability of transportation agencies serving the Madera County region to address key transportation issues. These issues include traffic congestion, traffic safety, transportation facility maintenance, transit needs, and accommodating vehicle alternatives, such as bicycle and pedestrian travel.

As part of the study a project database was created to help project managers track project details and progress. The database can award prioritization scores to the projects contained within it. Over 800 projects have been inputted into the database from the City of Madera, City of Chowchilla, County of Madera, and Caltrans District 6. MCTC will be able to revisit and update the database and prioritization tool as needed in the future. The prioritization tool will be utilized by MCTC in future planning efforts such as the Regional Transportation Plan and Sustainable Communities Strategy. Local project implementers can utilize the prioritization tool for their own planning activities as well.

The Draft PPS can be viewed on the MCTC website: [Project Prioritization Study Webpage](#)
Staff will bring the Final PPS for approval at the October 20, 2021 MCTC Board Meeting.

FISCAL IMPACT:

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

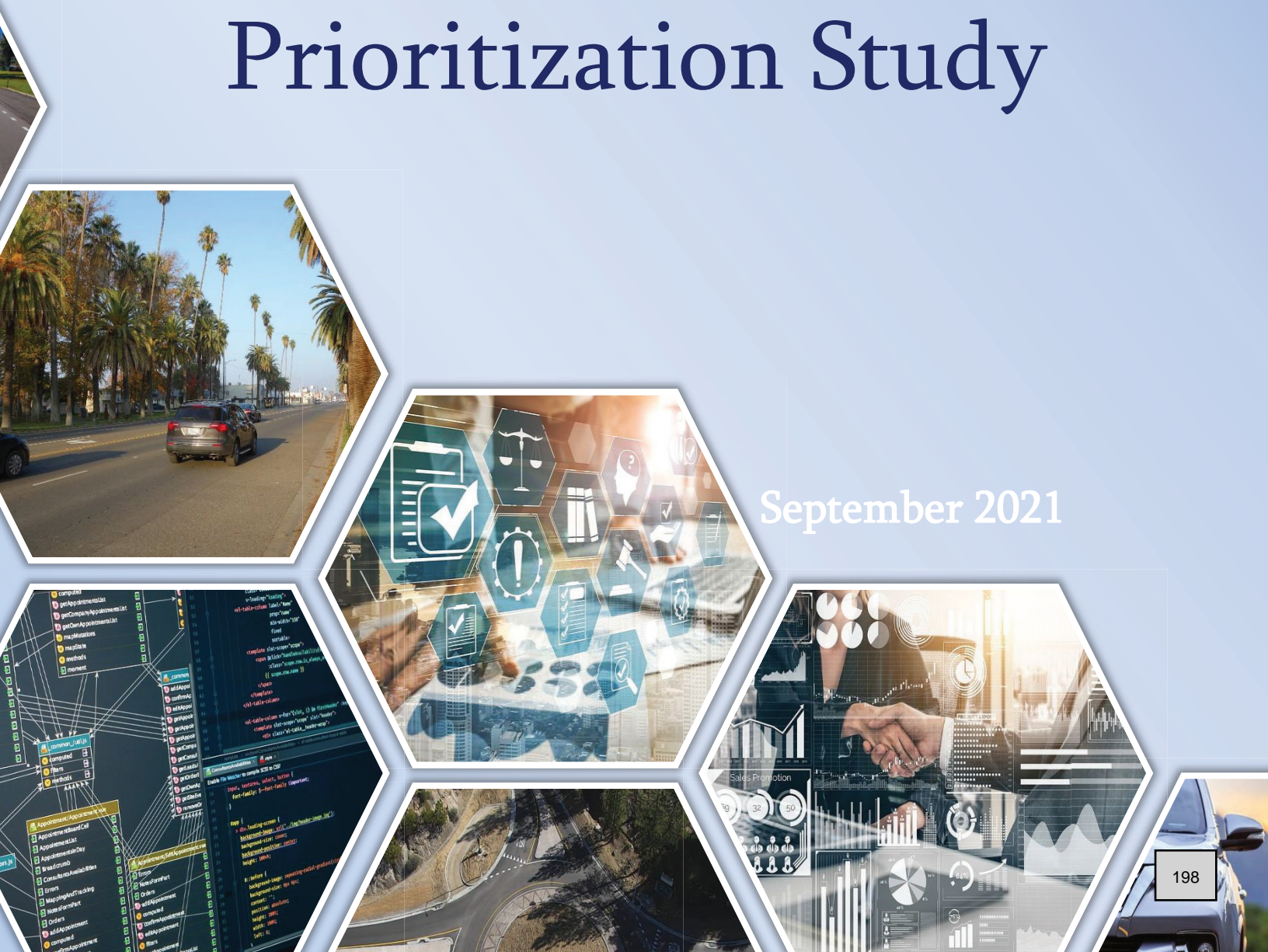
Draft Final Report

Madera County Transportation Commission

2021 Project

Prioritization Study

September 2021



Project Prioritization Study

September 16, 2021

Prepared for:

Madera County Transportation Commission
2001 Howard Road
Madera, CA 93637
(559) 675-0721

Prepared by:

VRPA Technologies, Inc.
4630 W. Jennifer, Suite 105
Fresno, CA 93722
(559) 271-1200



This project received funding from the Caltrans Transportation Planning Grant and local agency match

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Introduction

Study Purpose

As the regional planning agency for Madera County, the Madera County Transportation Commission (MCTC) is tasked with supporting the County's economy and quality of life through transportation planning, project development, and implementation. To support this mission, MCTC, in partnership with the City of Madera, City of Chowchilla and County of Madera, received a Caltrans grant to develop a Project Prioritization Study (PPS or Study) for the Madera County Region. The outcome of the Study is a prioritized list of projects and programs to address traffic congestion, facilities maintenance, transit needs, aviation improvements, and active transportation (bicycle and pedestrian infrastructure and programs) to be implemented in the Madera County Region.

The Project Prioritization Study (including the database) is a variable tool that will be frequently revisited by MCTC, Madera County, City of Chowchilla, City of Madera, and Caltrans staff as projects, funding assumptions, goals, and other attributes change from plan to plan, study to study, and year to year. The status of the project lists, priority score, and other project-related information referenced in the database will be continually updated, revised, scored, rescored, and augmented but will not be revised or changed as a result of a current planning process or plan. The Study and database will be the primary tool in place to track and assess project priority. As an example, the database (including project priority) will be used as the listing of projects that will be considered as candidate projects for inclusion in the financially constrained project listing as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is developed every four (4) years.

Goals and Objectives

The goals of the Project Prioritization Study were to identify and prioritize transportation projects that serve the region and help MCTC meet various goals related to Greenhouse Gas (as mandated by Senate Bill (SB) 375) reduction, reducing vehicle miles traveled (as mandated by both SB 375 and SB 743), 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 also was designed to advance MCTC's overarching goal of further promoting social equity in transportation project delivery.

The main objectives of the Study were to:

- Develop a comprehensive database of transportation improvement projects by mode to address needs, including project prioritization and a cost estimation tool
- Develop a comprehensive set of performance/evaluation criteria that are important to enhancing the quality of life in Madera County
- Recognize the importance of prioritizing investment in underserved communities
- Identify viable and available funding sources to enable multimodal project delivery

Another objective of the Study was to enhance the capability of transportation agencies serving the Madera County region to address key transportation issues. These issues include traffic congestion, traffic safety, transportation facility maintenance, transit needs, and accommodating vehicle alternatives, such as bicycle and pedestrian travel.

Study Schedule and Phases

The Study began in July 2020 and will be concluded in Fall 2021. This Prioritization Study was performed in three phases:

1. The first phase comprised data collection. The study team first compiled data about existing projects that are listed and described in various plans and programs. The team then developed and applied a systematic method for identifying new projects with the potential to enhance Madera County's transportation networks.
2. Building on the data developed in Phase 1, the second phase focused on data analysis. Projects identified in the first phase were delineated with respect to project scope and staging. Project costs were also identified. A methodology and approach for project prioritization was developed considering local and state policies and mandates (e.g., SB 375 and SB 743) as well as longstanding goals for social equity, economic vitality, public health, and safety, and enhancing modal choice. These prioritization criteria were presented to the Study Oversight Committee, and stakeholder feedback was incorporated into development of the final prioritization criteria. A project database was then developed that incorporates detailed project information as well as prioritization of projects by mode.
3. The final phase focused on documenting the Project Prioritization Study. The Study Report will facilitate incorporation of the prioritized projects into ongoing planning activities in Madera County and its two Cities. Such planning activities include the development and updates of the RTP/SCS, Federal Transportation Improvement Program (FTIP), Active Transportation Plans (ATPs), Measure "T" Program extension, and other planning processes, including regional travel demand modeling by MCTC.

Study Report Contents

This introductory chapter has provided an overview of the Project Prioritization Study and summarized the Study's purpose, goals, and objectives. It has also reviewed the Study schedule and phases. The next Chapter discusses the Study Oversight Committee, its formation, and the role it played in the study.

Chapter III describes the process used to identify projects from current plans and programs and key source documents. Chapter IV explains the process used to identify new projects that are not currently included in existing plans and programs. Chapter V reviews the process used to identify key project attributes critical to a complete understanding of each project.

Chapter VI describes the project prioritization process itself, including the development mode-specific criteria used to score and rank projects. Chapter VI also summarizes the results of the initial scoring process and prioritization of projects.

Finally, Chapter VII presents a primary product of the Study, the Project Database. The design and development of the database is described, including refinement based on input and feedback from stakeholders. Key project components of the database and database uses are discussed. The process for ongoing management and updating of the database is also described.

Stakeholder Oversight Committee

Formation and Purpose

An important early task was the recruitment and establishment of a Study Oversight Committee (SOC). The members and alternates included key transportation agency staff responsible for transportation project oversight and delivery. Other members were drawn from non-transportation agencies with a stake in mobility and access improvements, including agencies representing community development, economic development, education, public health, agriculture, and the building industry.

The purpose of the SOC was to support the MCTC project manager and consultant team in the development of the Study. While the SOC did not make final decisions, it provided valuable input from informed active members representing key agencies and organizations.

SOC members represented the interests and concerns of the organizations, institutions, and constituencies that they serve. Members were instructed to consult with their constituencies on a regular basis concerning the discussions and recommendations of the SOC.

The SOC operated based on consensus decision-making by and large. Consensus was deemed as having been attained when no one was absolutely opposed to the decision. Consensus is not designed to achieve 100 percent agreement, but rather to create an outcome that represents the best feasible course of action, given the circumstances.

Membership

Study Oversight Committee members included:

- Angel Reyna, Madera Community College
- Bobby Kahn, Madera County Economic Development Commission
- Christina Beckstead, Madera County Farm Bureau
- Mattie Mendez, Community Action Partnership
- Michael Prandini, Building Industry Association of Fresno, and Madera Counties
- Lizette Contreras, Camarena Health
- David Padilla, Caltrans
- Edgar Hernandez, Caltrans
- Arnaldo Rodriguez, City of Madera
- Keith Helmuth, City of Madera
- Ellen Bitter, City of Madera
- Jason Rogers, City of Chowchilla
- Mark Hamilton, City of Chowchilla
- Rod Pruett, City of Chowchilla
- Jared Carter, County of Madera
- Matthew Treber, County of Madera
- Sara Bosse, County of Madera Public Health

SOC Meetings

The SOC met a total of three times during the project as noted below.

Study Oversight Committee Meeting #1 – September 15, 2020

The initial Study Oversight Committee was held online via Zoom two months into the project. The consultant team presented SOC members with an overview of the study. Members also received guidelines aimed at keeping the Committee collegial and productive. The guidelines included ground rules that covered meeting procedures and consensus-based decision making.

The SOC was briefed on the effort to gather existing project data, and the status of data collection for Cities of Madera and Chowchilla and the County. A draft project description and attributes listing was shared, as was a preliminary project description database template. A draft methodology was described for identifying projects that are not yet included in official plans and programs, but which may be worthy of inclusion. Next steps in the project were described and discussed.

Study Oversight Committee Meeting #2 – February 18, 2021

The second Study Oversight Committee was also held online via Zoom. This was a mid-project meeting. The SOC reviewed existing programmed and future project listings from Caltrans and local agencies. At this point the compilation of existing project listings was mostly complete.

The SOC received a briefing on process for identification of new projects. This included a summary of the results of a public survey completed in December 2020, which asked residents for the opinions of general transportation priorities as well as for specific projects. Meetings to identify new multimodal projects were discussed. These meetings were conducted with each local agency (public works and planning staff), Caltrans, agencies responsible for airports and transit, and other agencies including CalFire and Madera County Sheriff's office.

A draft set of project prioritization criteria for evaluating and ranking projects in the database was presented and discussed by the SOC. The status of the project database development was reviewed, and the committee was informed of next steps regarding the database.

Study Oversight Committee Meeting #3 – July 19, 2021

The third Study Oversight Committee meeting was held online via Zoom approximately one year into the project, as the major analytic work of the project was nearing completion. The finalization of the project prioritization process was described. Project database development was recapped, and the committee was invited to review the draft database.

A draft study report outline was shared with the SOC. An initial draft report was to be delivered in August, with finalization of the report and approval by the MCTC Board in September 2021.

Identification of Current Multimodal Improvement Projects

Sources of Information on Existing Projects

The project collected available transportation project data and information from Caltrans, local agencies, and MCTC and other available sources for all modes. Key sources included the current Federal Transportation Improvement Program (FTIP), the 2018 MCTC Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the Capital Improvement Programs (CIPs) for the Cities of Madera and Chowchilla, the County of Madera, and Caltrans planning documents.

Additional sources of information on existing transportation projects included the Regional and local Active Transportation Plans (ATPs), transit plans and studies, Climate Action Plans (CAPs), the Measure T Expenditure Plan, Traffic Impact Fee Programs developed by the local agencies, and other plans, programs, and studies.

The following sections describe key source documents for information on existing transportation projects.

2021 Federal Transportation Improvement Program

MCTC's Federal Transportation Improvement Program (FTIP) is a multi-modal list of capital improvement projects to be implemented over a four (4) year period, with provisional programming indicated for two (2) years beyond (referred to as the "out years").

MCTC is required under both federal and state law to develop an FTIP. The FTIP is the short-range program that implements the long-range RTP/SCS to accomplish improvements in mobility and air quality. All federally funded projects must be included in an FHWA-approved Federal Transportation Improvement Program (FTIP). Biennially, MCTC, in cooperation with member jurisdictions and the California Department of Transportation (Caltrans), prepares an FTIP for all highways, streets, roads, transit, and aviation projects in Madera County that use Federal or State funding. Projects in this document took precedence over all other sources of information or project listings.

2018 Regional Transportation Plan/Sustainable Communities Strategy

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) presents a transportation vision for the Madera region 20-plus years into the future and provides a long-term investment framework to address the region's transportation, land use, sustainability, and related challenges. Widespread input and consensus are crucial when developing plans that impact the lives of the residents living in the Madera region. MCTC's RTP/SCS was developed through collaboration with local governments, Caltrans, State and federal agencies, environmental and business groups, tribal governments, non-profit groups, and the public.

The RTP/SCS was an important source document since it includes projects for all modes of travel that have a reasonable likelihood of being funded through the year 2042. The RTP/SCS EIR assesses environmental impacts of the proposed multimodal projects and establishes air quality conformity per federal regulations.

Local Agency Capital Improvement Plans, Fee Programs, and Measure T

The Cities of Madera and Chowchilla and Madera County all maintain Capital Improvement Plans/Programs (CIP) for infrastructure projects within their jurisdiction. Typically, these have a five-year time horizon and indicate the timing and funding for projects by year. Madera County also has a draft traffic impact fee program with a list of projects that the fee would fund. Although not yet implemented, the draft program describes numerous projects that address mobility enhancements throughout the County.

Measure “T” is projected to yield approximately \$208 million for transportation projects in Madera County from 2007 to 2027. The Madera County Transportation Authority (MCTA) administers Measure “T” revenues through a planning and programming process, which includes a twenty-year Expenditure Plan and Annual Work Program. The longer-range Measure T Expenditure Plan was consulted as a potential source of projects and project information.

Other Regional and Local Plans and Studies

In 2018 MCTC completed a regional Active Transportation Plan covering bicycle and pedestrian needs in the Madera region, with project lists developed for each local jurisdiction. This was a valuable source of projects serving these active, non-motorized modes.

The General Plan Circulation Elements for the two Cities and the County was consulted for potential transportation projects. The City of Madera’s 2015 Climate Action Plan was also reviewed. MCTC’s Short Range Transit Plan indicates service and capital improvement projects over a five-year period. This was a primary source of transit projects for Madera transit service areas.

Other Sources

Planning and engineering staff at the two Cities and the County provided updates based on review of project lists developed from the plans discussed above. Caltrans provided information regarding projects on the state highway system. Finally, transit agency staff provided updates on their currently planned projects.

Identification of New Multimodal Improvement Projects

Process for Identifying New Projects

The consultant team recommended that Caltrans and the local agencies develop new projects that address one or more of the following concerns:

- Level of Service (LOS) deficiencies
- Safety enhancement opportunities
- Other modal deficiencies, needs, and issues
- Vehicle miles traveled (VMT) and emissions
- Multimodal transportation improvements and programs to support new development
- Gaps in the transportation system

The specific methodology recommended for identifying new projects is outlined in the section below.

Project Identification Methods

- Use MCTC Travel Demand Model to identify:
 - ✓ LOS deficiencies for street and road segments not found on existing list of future year capacity increasing projects
 - ✓ Gap projects
 - ✓ Interchange deficiencies
 - ✓ Access improvements/enhancements
- Safety Enhancement Opportunities
 - Meet With City and County Engineers/Planners to Identify Safety Issues Along Streets and Highways Including:
 - ✓ Pedestrian conflicts
 - ✓ Bicycle conflicts
 - ✓ Transit projects that improve safety
 - ✓ Aviation
 - ✓ Freight and passenger rail

- ✓ Projects that make existing transportation infrastructure more resilient to seismic hazards or other natural disasters
- Other Modal Deficiencies, Needs, Issues, etc.
 - Active Transportation
 - ✓ System gaps
 - ✓ Other needed improvements
 - New facilities and extensions of facilities
 - System support facilities (benches, signage, lockers, water fountains, etc.)
 - Public Transit
 - ✓ Transit access deficiencies
 - New routes
 - Route extensions
 - System support facilities (shelters, lighting, benches, signage, bike lockers, water fountains, etc.)
 - System coordination enhancements
 - Transit fare simplification and other improvements
 - Aviation
 - Noise abatement
 - Runway relocation
 - New runway improvements
 - Lighting
 - Instrument system improvements
 - Rail
 - Passenger station relocation
 - Station improvements
 - Spur line improvements
 - Railroad grade separations
 - Railroad crossing improvements

- Projects to address Vehicles Miles Traveled (VMT) and greenhouse gas (GHG) emissions Reductions
 - Modal projects/programs that reduce VMT and emissions to address SB 375 and SB 743 requirements
 - Projects by mode: Identify current or new projects that would be effective in reducing VMT
 - Programs by mode: Research programs in other regions
- Projects identified in recent studies and plans
 - General Plan Amendments
 - State Route (SR) 41/Avenue 9 Sustainable Corridors Study
- Other Agency-Sponsored Improvement Projects
 - California High Speed Rail (CHSR) System Modifications
- Projects identified considering public, stakeholder, agency input
 - Public suggestions via virtual outreach efforts
 - Stakeholder suggestions
 - ✓ Study Oversight Committee (SOC) members and agencies they represent via SOC meetings and virtual outreach
 - ✓ Other affected stakeholder agencies (agriculture-related groups, goods movement groups, education facilities/representatives, Native American organizations, homeowner organizations, etc.)
 - Agency suggestions via the SOC and/or direct contact
 - ✓ Federal agencies
 - ✓ State agencies [Caltrans, California Air Resources Board (CARB), others]
 - ✓ Regional agencies [MCTC, San Joaquin Valley Air Pollution Control District (SJVAPCD), San Joaquin Valley Joint Powers Authority (JPA), Madera Economic Development Commission (EDC), etc.]
 - ✓ Local agencies (Cities and the County)

Caltrans and Local Agencies

Caltrans provided information regarding projects on the state highways system that are being proposed for inclusion in MCTC's 2022 RTP/SCS. The City of Madera identified new projects and provided updated information on certain existing projects. The City of Chowchilla provided a revised Capital Improvement Program with several new projects.

Madera County Transportation Commission Public Survey

The online survey conducted in November and December 2020 allowed Madera County residents to express their opinions regarding transportation needs and priorities. While there were clear indications of support for better maintenance, safety projects and for a wide variety of project types, there were no specific projects that directly emerged from the survey.

The survey had an indirect influence since the survey results were shared with local agencies and Caltrans. These agencies considered the responses as they edited and added projects to the project listing which was then added to the database.

The public survey instrument and a summary of survey results is found in Appendix A.

Other Sources

Transit agency staff provided information to the consultant team on numerous projects that are not yet included in their Short Range Transit Plans or the local jurisdiction's Capital Improvement Plans.

The MCTC model was not used directly to identify new projects. However modeled LOS deficiencies were used to identify projects during the development of the 2018 RTP; these projects are in the constrained or unconstrained project list in the RTP. The 2022 RTP model was not available for this project, and very few if any deficiencies are expected using the new model according to MCTC.

New projects were added to the master project listing. The complete list of existing and newly identified projects included in the Study is found in the database.

Identification of Project Attributes

The study team iteratively designed and developed a project compendium that became the basis for a Master Project Database. The project compendium included the following attributes for each project by mode:

- Project Identifier
- Project Name
- Responsible Agency
- Project type
- Project location and limits
- Cost and year of cost estimates
- Programmed funds by type (federal, State, local, Measure T, other) and year
- Prior funding allocation
- Project Opening Year
- Project status by major phase (Preliminary Engineering (PE), Right-of-Way, Construction), as applicable
- Status of Environmental Review
- Environmental Document Type
- Geographical Location or County Subarea (major subregion areas and City Limits)
- Source of information

Other descriptors, components, and details were included depending on project type (street and highway, transit, active transportation, etc.). Cost estimates were updated for existing projects by mode considering revised project descriptions or current year inflation estimates.

The following figure provides an example of project attributes contained in the project inventory and ultimately the project database.

PROJECT LIST

+ New Project

Copy Excel PDF Print
 Show 10 entries

Search:

MCTC ID	Status	Agency	Project Name	Project ID	Description	Category	Total Cost	Edit	View	PDF	History	Delete
RP - 2	Pending	Caltrans	HST Fresno to Merced Segment	06-2HT00	High Speed Train System - Fresno to Merced Segment	Rail Projects	\$11,095,200.00	Edit	View	PDF	History	Delete
RP - 3	Pending	Caltrans	HST - San Jose to Merced Segment	06-1HT00	High Speed Train System	Rail Projects	\$0.00	Edit	View	PDF	History	Delete
RP - 4	Pending	Caltrans	HST ? San Jose to Merced Segment	C-R1	HST ? San Jose to Merced Segment	Rail Projects	\$203,000.00	Edit	View	PDF	History	Delete
PP - 67	Pending	Caltrans	SR 145 South ADA Curb Ramps	06-0W360	Upgrade/install ADA curb ramps and sidewalks	Sidewalk Projects	\$0.00	Edit	View	PDF	History	Delete
PP - 68	Pending	Caltrans	Madera 145 North ADA Ramps	06-0U670	Install and upgrade ADA curb ramps	Sidewalk Projects	\$0.00	Edit	View	PDF	History	Delete
PP - 74	Pending	Caltrans	SR 145	617000164	Upgrade and Install ADA Curb Ramps and Sidewalks	Sidewalk Projects	\$4,319,000.00	Edit	View	PDF	History	Delete
PP - 75	Pending	Caltrans	SR 49	06-1A400	Construct ADA Curb Ramps and Access to Accessible Pedestrian Signals (APS) Buttons	Sidewalk Projects	\$0.00	Edit	View	PDF	History	Delete

Project Prioritization Process

Introduction

The project prioritization process entailed five steps:

1. Finalize lists of projects
2. Finalize prioritization criteria
3. Incorporate prioritization criteria component in the database
4. Populate all projects in the database
5. Score and prioritize projects by mode and include the prioritization score in the database

The development of project prioritization criteria (Step 2) considered many sources and types of information including:

- Current RTP/SCS projects and prioritization criteria
- Current Active Transportation projects and prioritization criteria
- Current transit projects and prioritization criteria
- Voter approved Measure T projects and program requirements
- The two Cities and the County's transportation related plans and policies, including fee programs
- Evolving State and federal transportation policies, especially as they relate to performance-based planning and analysis and funding for various transportation modes
- The opinions of the County's residents (public and stakeholders) as reflected in the public survey and SOC meetings
- Implementation of new and innovative projects such as Tolloed Express Lanes
- The County's evolving economy
- The County's demographic trends
- Revenue realities, e.g., the fact that revenues fall short of demand at all levels of government
- Pollution burdens
- Population characteristics

Development of Mode Specific Project Prioritization Criteria

Project Evaluation criteria were developed for each mode (e.g., Streets and Highways, Transit, Bicycle and Pedestrian modes, Rail and Aviation). Each mode has unique criteria (for example, Street and Highway projects included "improves level of service (LOS)" as a criterion, and Transit projects included "enhances interagency transit service coordination" as a criterion).

Evaluation criteria has been updated to include greater consideration of community makeup and adverse environmental hardships. Indicators in CalEnviroScreen 3.0 are incorporated into the evaluation criteria for projects. Prioritization score values are assigned in two categories considering environmental condition indicators:

- Pollution Burden
 - Exposures - Contact with pollution
 - Environmental Effects - Adverse environmental conditions caused by pollution
- Population Characteristics
 - Sensitive Populations - Populations with biological traits that may magnify the effects of pollution exposures
 - Socioeconomic Factors - Community characteristics that result in increased vulnerability to pollution

There are many commonalities to the prioritization criteria across modes. Criteria common to two or more modes include:

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

The final multi-modal project evaluation criteria used for project prioritization is found in Appendix B.

Scoring Process and Prioritization of Projects

The consultant team scored the projects to the extent feasible. For certain criteria, additional knowledge embedded in the local agencies and Caltrans is needed to complete the process. Reasons why local knowledge is needed to score the projects is noted for specific prioritization criteria so that it was clear what local agencies must do to complete the prioritization process.

This Project Prioritization Study (including the database) is a variable tool that will be frequently revisited by MCTC, Madera County, City of Chowchilla, City of Madera, and Caltrans staff as projects, funding assumptions, goals, and other attributes change from plan to plan, study to study, and year to year. The status of the project lists, priority score, and other project-related information referenced in the database will be continually updated, revised, scored, and rescored, and augmented but will not be revised or changed as a result of a current planning process or plan. The Study and database will be the primary tool in place to track and assess project priority. As an example, the database (including project priority) will be used as the listing of projects that will be considered as

candidate projects for inclusion in the financially constrained project listing as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is developed every four (4) years.

Project Database

Database Design

The Project Database (database) was designed considering the database purposes, i.e., to record pertinent project characteristics and to score and prioritize projects by mode. In terms of project attributes, the database essentially replicated the master project list (which was implemented in an Excel workbook).

Project attributes in the database include:

- ✓ Project Identifier (one or more numbers unique to the project)
- ✓ Project Name
- ✓ Responsible Agency
- ✓ Project type
- ✓ Limits (e.g., postmiles or other location data)
- ✓ Other descriptors, components, and details depending on project type (street and highway, transit, active transportation, etc.)
- ✓ Cost and year of cost estimates
- ✓ Programmed funds by type (federal, State, local, Measure T, other) and year
- ✓ Prior funding allocation
- ✓ Project Opening Year
- ✓ Project status by major phase (Preliminary Engineering (PE), Right-of-Way, Construction), if applicable
- ✓ Status and type of project environmental review (Environmental Impact Report, Mitigated Negative Declaration, etc.)
- ✓ Source of information (included contact information for key project staff)
- ✓ Project Prioritization Structure and Score

Database Development

The database development included the following steps:

1. Incorporate the list of attributes desired by mode to reflect the projects in the database from existing plans and new projects from Caltrans and the local jurisdictions
2. Provide sections to identify the project description, funding, project cost, project scoring and administration
3. Use the master project listing to populate the database

4. VRPA and NV5 then worked with MCTC and the project team to refine the database, edit the projects, score the projects to the extent possible, and address any other database issues
5. NV5 prepared a reporting process allowing a user to print out reports with any information from the database
6. NV5 also prepared instruction videos to educate users (MCTC, Caltrans, and the Cities and County) on how to maneuver in the database, edit the projects, and finalize project information.

Database Input and Refinement

Project Modes

Project modes in the database include:

- Streets and Highways
- Transit
- Bikeway/Trail
- Pedestrian
- Rail
- Aviation

Project Categories by Mode

Projects under certain modes are further divided into categories. For Streets and Highways projects, project categories include:

- Capacity Increasing
- Maintenance
- Traffic Operations and Safety
- Bridge

For Transit projects, categories include:

- Transit Operations and Maintenance
- Transit Service Improvements
- Bus Stop Improvements
- Transit Support Facilities
- Transit System Maintenance
- Bus Fleet Energy Conversion
- Bus Acquisition -Replacement
- Bus Acquisition – Expansion
- Other Capital Projects
- Transit Planning and Marketing

For other modes, i.e., Bicycle/Trail, Pedestrian, Rail and Aviation, categories were not defined. Project Type and Detailed project descriptions sufficiently characterize these projects. (See next section).

Project Type and Description by Modal Category

Each project is further defined by a project type, as well as a description of the exact nature of the project. For Streets and Highways, the following project types were defined:

- Added Lanes
- Passing Lanes,
- New Interchange,
- Interchange Modification
- Intersection Improvements
- Ramp Improvements

For Transit projects, project types paralleled the project categories described in the previous section.

For Bicycle and Trail projects, Project Types include:

- Class I Bicycle Facilities (routes)
- Class II Bicycle Facilities (on-street lanes)
- Class III Bicycle Facilities (separate paths)
- Class IV Bicycle Facilities (protected lanes)
- Other types of bicycle facilities
- Bicycle System Amenities

For Pedestrian projects, the main Project Types are:

- Trails
- Sidewalks
- Crosswalks,
- Pedestrian Signals
- Pedestrian Overcrossings
- Pedestrian Amenities

For Aviation, Project types include:

- Capital Improvement
- Maintenance/Rehabilitation
- Operations

Project Funding

Currently identified funding from federal, state, regional (Measure T) and local sources is listed for each project in the database. The database includes prior year funding for projects that are under way, and anticipated funding for the next five fiscal years.

Project Cost

The latest cost estimate for each project is included in the database. The year of the cost estimate is indicated as well as the source.

Project Scoring

Projects were scored and prioritized using the final criteria and methodology. Project prioritization results are listed in the project database. The consultant team scored the projects to the extent feasible. For certain criteria, additional knowledge embedded in the local agencies and Caltrans is needed to complete the process. Reasons why local knowledge is needed to score the projects is noted for specific prioritization criteria so that it was clear what local agencies must do to complete the prioritization process.

This Project Prioritization Study (including the database) is a variable tool that will be frequently revisited by MCTC, Madera County, City of Chowchilla, City of Madera, and Caltrans staff as projects, funding assumptions, goals, and other attributes change from plan to plan, study to study, and year to year. The status of the project lists, priority score, and other project-related information referenced in the database will be continually updated, revised, scored, and rescored, and augmented but will not be revised or changed as a result of a current planning process or plan. The Study and database will be the primary tool in place to track and assess project priority. As an example, the database (including project priority) will be used as the listing of projects that will be considered as candidate projects for inclusion in the financially constrained project listing as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is developed every four (4) years.

Database Management

The database will be maintained by MCTC. Madera County, the Cities of Madera and Chowchilla, and Caltrans will assist in the updates of the database for projects in their jurisdiction or on their system.

Database Update Process

MCTC and its partner agencies will update the project database on an ongoing basis.

Appendices

APPENDIX A

Project Prioritization Study – Public Survey

Online Survey

Transportation Needs and Priorities Survey

As a tool to help advance MCTC's goal of further promoting social equity in the delivery of transportation projects for the Madera County region, the Project Team developed a thirteen-question survey instrument that would identify what transportation improvements are needed to improve travel the residents and communities in Madera County. Ten of the questions asked helped to identify needed projects throughout the County and three were related to respondent demographics. The survey instrument and the results of the survey process are provided on the following pages. Projects identified through the survey process were provided to the local agencies and Caltrans as they developed candidate projects for inclusion in the Project Database. The online survey was open between November and December 2020 with a total of 28 respondents. Results indicate:

- 68% of respondents believe that addressing congestion, delay, connectivity, and reliability of the transportation system will be very important over the next 25 years.
- Respondents noted that the top three priorities for creating a more equitable transportation system are:
 1. Better pavement with fewer potholes in low-income communities
 2. Safer streets for walking and bicycling in low-income communities
 3. Better transportation options for seniors and people with mobility issues.
- The top transportation issue in the respondent's community was safety (speeding, crashes, distracted driving)
- Walking and biking access and safety was identified as a top priority
- The top three transportation improvements that respondents would invest in include:
 1. Repave existing streets
 2. Repair streets, potholes, cracks
 3. Widen existing roads, add new car lanes to reduce traffic

Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

Transportation Needs and Priorities Survey

The Madera County Transportation Commission (MCTC) is currently preparing its Project Prioritization Study (Study) for the Madera County region. The Study will estimate projected revenues available for transportation improvements in the next 25 years as well as identify the funding shortfall resulting from these projections. The Study will provide a prioritized list of transportation projects and programs, identify currently planned projects, identify projects not currently planned for, and establish costs to complete all identified projects.

Do you have suggestions for roadway, transit, bikeway, walkway, recreational trails, or other types of transportation improvements?

Do the streets near you need repair, or have potholes that need to be filled?

Are the roads you travel unsafe or congested?

Would your community benefit from a change to public transit schedules or current bus stop locations?

Would your community benefit from a new bikeway, sidewalk, or trail?

We need your help to advance MCTC’s goal of further promoting social equity in the delivery of transportation projects for the Madera County region. Please help us identify projects and programs to include in the Study report by participating in the brief survey below.

1. **What is your zip code?** _____

2. **Looking ahead over the next 25 years, how important do you believe each of the following statements should be for the Madera County Region?**

	Very Important	Moderately Important	Slightly Important
• Expanding multimodal travel options and choices for all users	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Enhancing safety for all travelers across all modes of travel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Addressing congestion, delay, connectivity, and reliability of the transportation system	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Maintaining the current transportation system	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Considering public health, equity, and air quality when implementing new transportation projects and programs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Encouraging new technologies and innovation in transportation improvement projects	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

3. What are your top three priorities for creating a more equitable transportation system for the Madera County region? Choose up to three.

- Better pavement with fewer potholes in low-income communities
- Better transportation options for seniors and people with mobility issues
- Improved air quality in disadvantaged and low-income communities through infrastructure and policy changes
- Better access to public transportation in low-income communities
- Cheaper fares or free transit options for low-income residents
- Safer streets for walking and bicycling in low-income communities

4. What do you consider the transportation issues to be in your community? Please rank from highest (1) to lowest (7).

- Missing road or street connections
- Missing sidewalks and crosswalks
- Lack of bike lanes
- Safety (speeding, crashed, distracted driving)
- Congestion
- Public transit services do not meet my needs
- Inaccessibility

5. Please rank the following in order of your priorities. 1=highest to 5=lowest

- Walking and biking access and safety
- Better driving conditions
- New mobility services and more use of technology
- Stronger consideration of the environmental impacts of our transportation system
- Public transit connections and quality

Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

6. If you had \$100 to invest in transportation improvements, how would you spend it?

- Repave existing streets
- Repair streets, potholes, cracks
- Widen existing roads, add new car lanes to reduce traffic
- Build new roads
- Add bicycle lanes or facilities
- Add sidewalks, widen sidewalks, or address ADA sidewalk issues
- Incorporate streetscaping attributes (lighting, benches, trees, etc.)
- Improve safety with traffic calming projects (speed humps, flashing beacons at crosswalks, roundabout)
- Increased public transit services and/or options
- More shared-mobility services such as rideshare, or bike/scooter share to get around town
- Other (please describe)

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7. Do you avoid certain intersections or roads in your community?

_____ Yes _____ No
If yes, which ones and why?

8. Is there a specific transportation project or service that we should consider including in the Study currently being prepared? Please include an exact location and detailed description of the transportation improvement project.

Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

9. If you were in a leadership position at city or county agency or a voting board member, what are the three things you would do to improve the transportation system across the region?

1. _____

2. _____

3. _____

10. Are there any other comments or concerns you wish to share?

11. What is your age?

- Under 18
- 18-35
- 36-50
- 51-64
- 65+
- Prefer not to answer

12. What sector best describes your interest/involvement in transportation and the transportation system in the Madera County region?

- Resident
- Commuter
- Business Owner
- Agriculture Industry
- Health Care | Social Services Industry
- Sales | Retail | Service Industry
- Manufacturing
- Construction | Building Industry
- Transportation Industry
- Insurance | Real Estate
- Education
- Non-Profit
- Professional
- Local Government Employee

Madera County Transportation Commission

Project Prioritization Study for the Madera County Region

- Other Government Employee
- Student
- Retired | Not Employed
- Other (please describe)

13. Additional Information

If you would like to receive additional information about the Project Prioritization Study, please provide the following information and we will add you to the Project database. *Your personal information will not be shared.*

Name: _____
 Email Address: _____

Thank you for completing our survey. We appreciate your feedback and time.
Provide your email address for a chance to win
one of four donated \$25.00 gift cards.

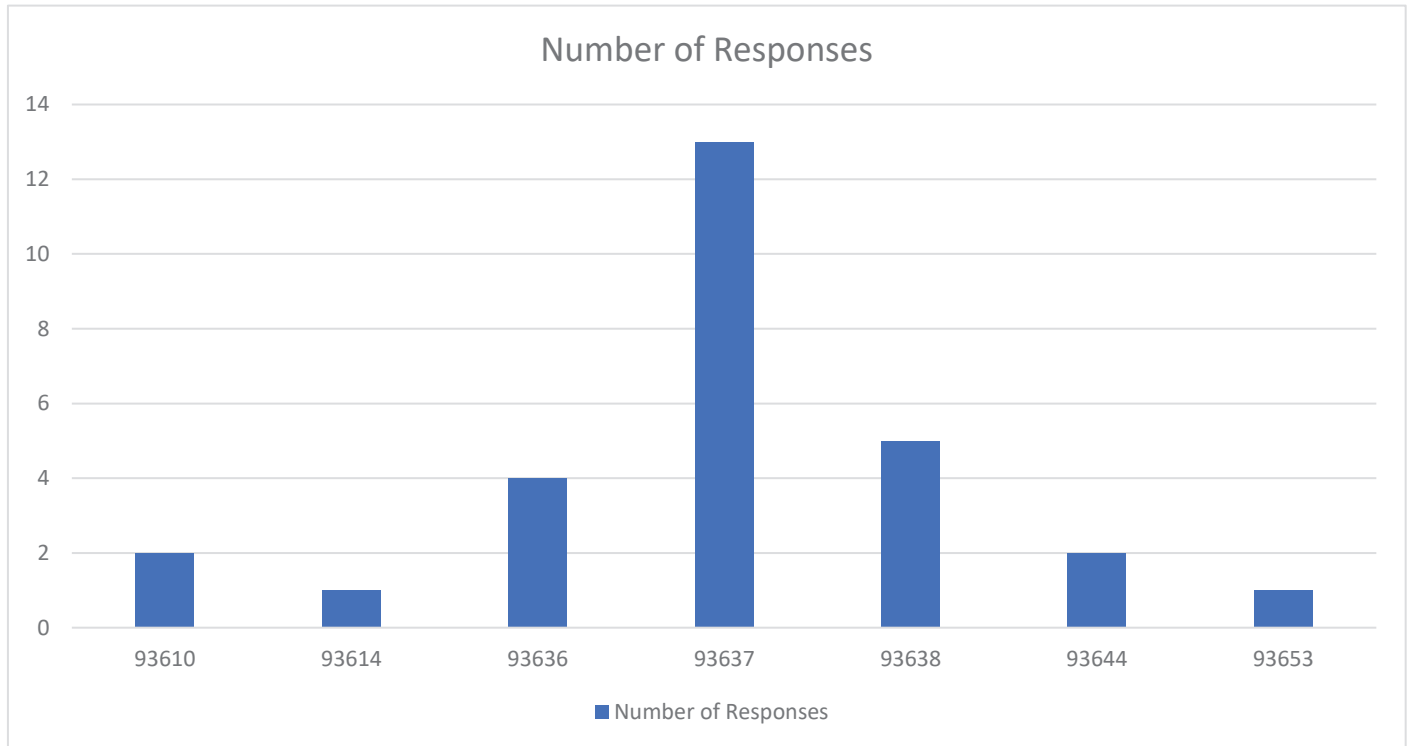
We will contact you via email for additional contact information if your email is drawn.

Project Prioritization Study for the Madera County Region

Transportation Needs and Priorities Survey Responses

Question 1 What is your zip code?

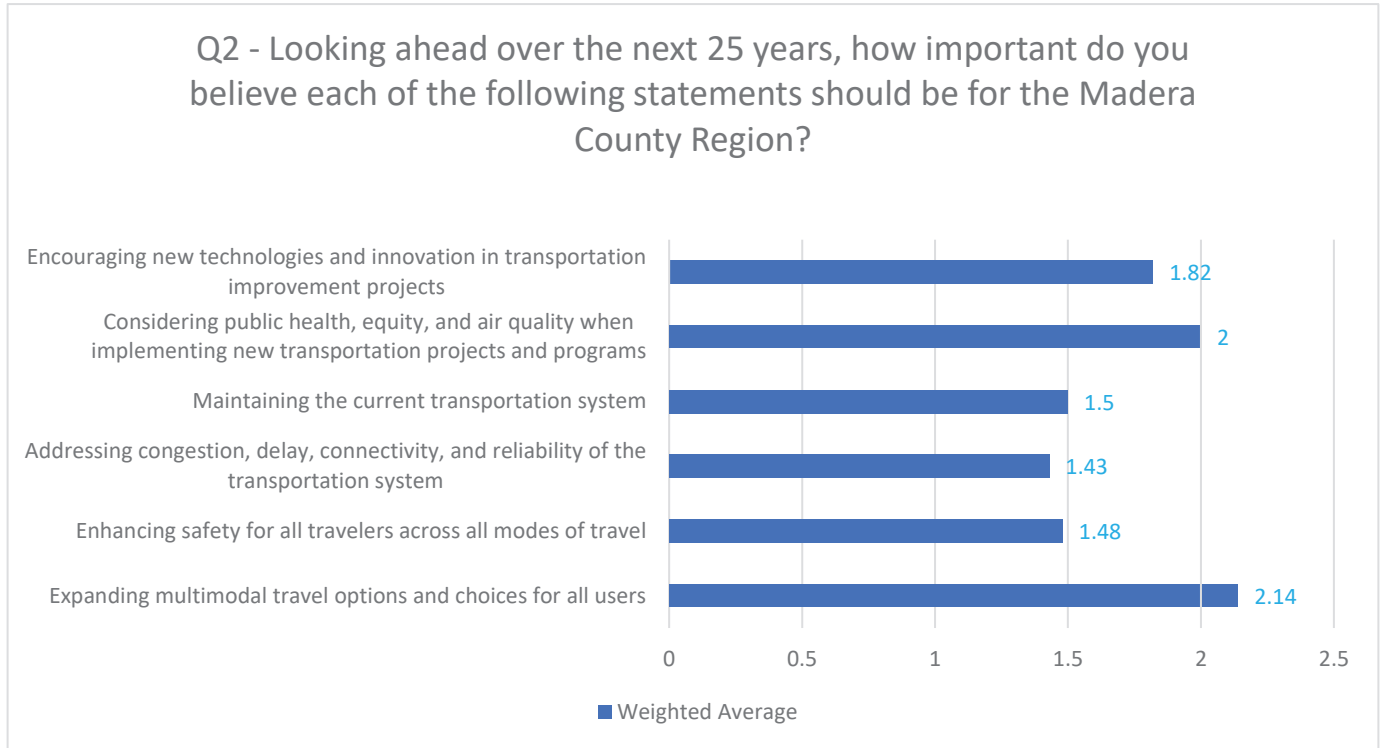
Answered – 28, Skipped – 0



Project Prioritization Study for the Madera County Region

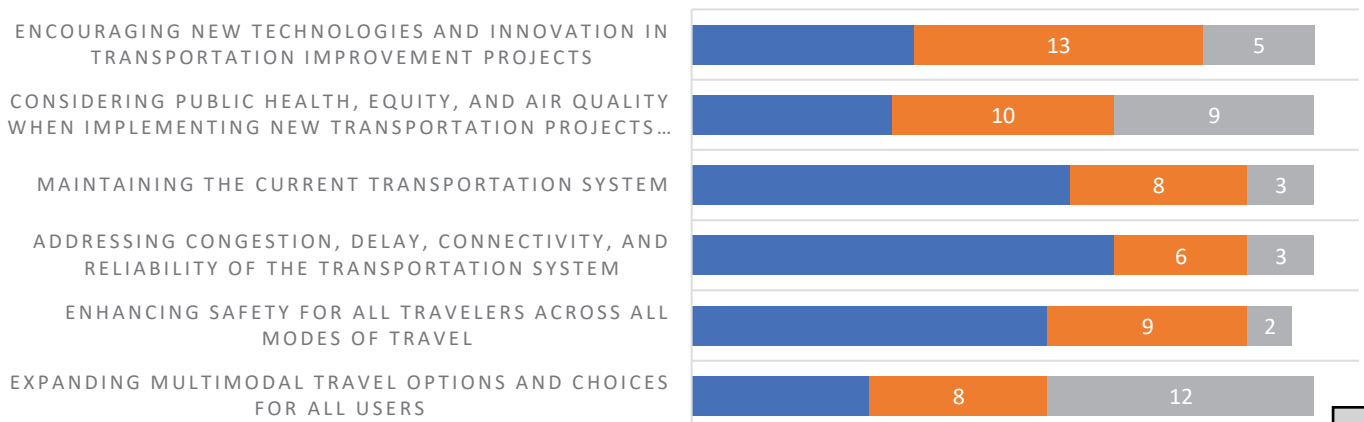
Question 2 Looking ahead over the next 25 years, how important do you believe each of the following statements should be for the Madera County Region?

Answered – 28; Skipped – 0;



Q2 - LOOKING AHEAD OVER THE NEXT 25 YEARS, HOW IMPORTANT DO YOU BELIEVE EACH OF THE FOLLOWING STATEMENTS SHOULD BE FOR THE MADERA COUNTY REGION?

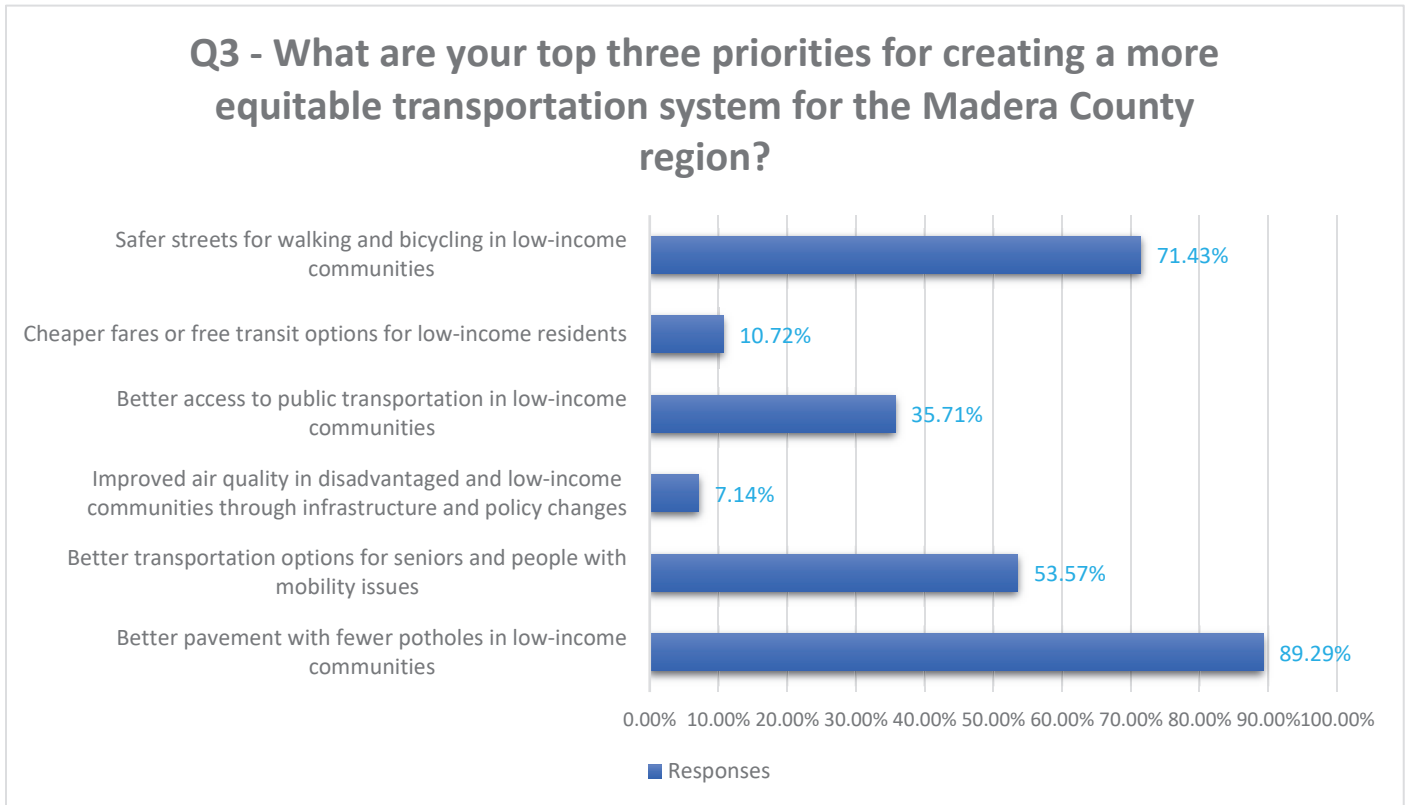
■ Very Important ■ Moderately Important ■ Slightly Important



Project Prioritization Study for the Madera County Region

Question 3 What are your top three priorities for creating a more equitable transportation system for the Madera County region? Choose up to three.

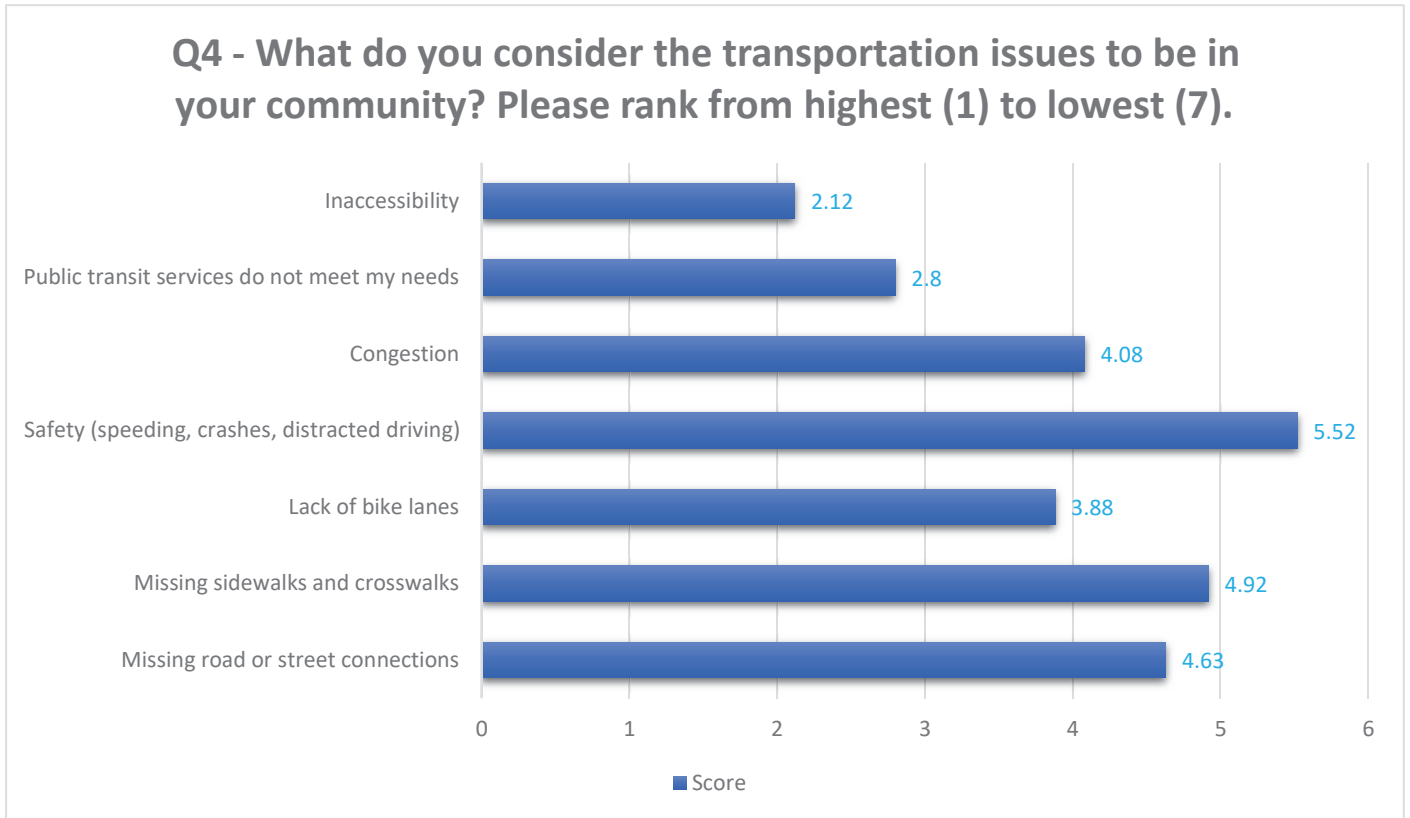
Answered – 28; Skipped – 0



Project Prioritization Study for the Madera County Region

Question 4 What do you consider the transportation issues to be in your community? Please rank from highest (1) to lowest (7).

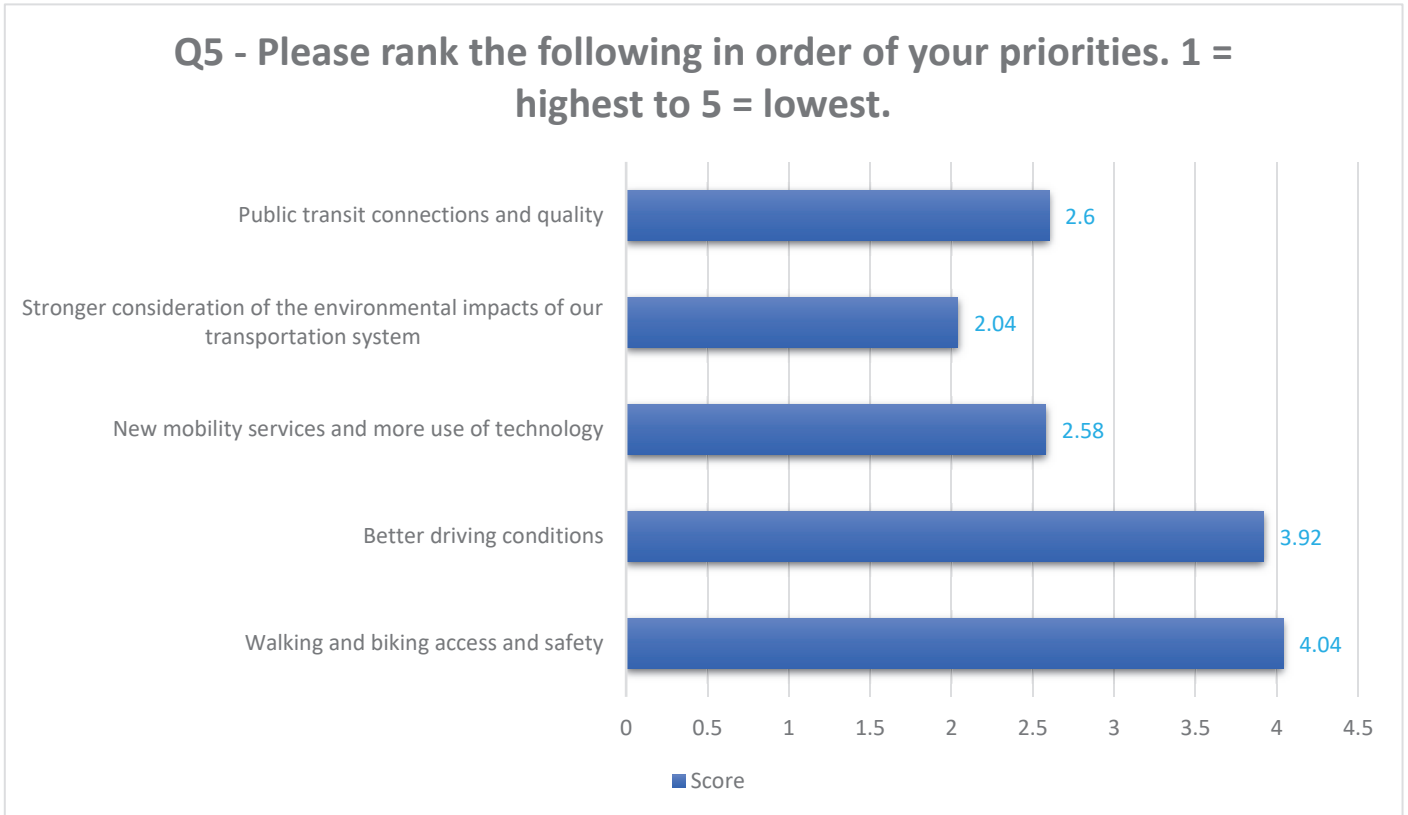
Answered – 25; Skipped – 3



Project Prioritization Study for the Madera County Region

Question 5 Please rank the following in order of your priorities. 1 = highest to 5 = lowest.

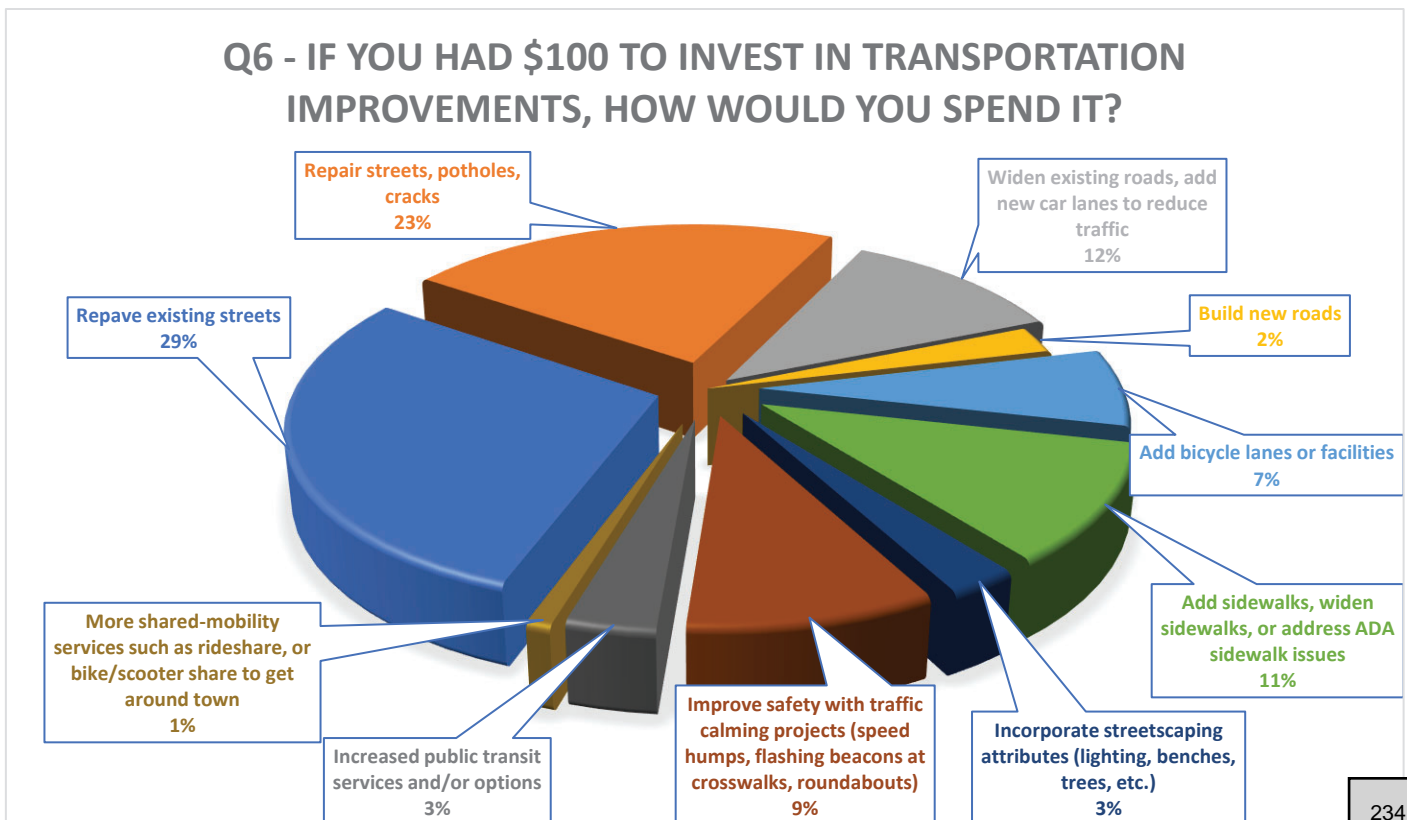
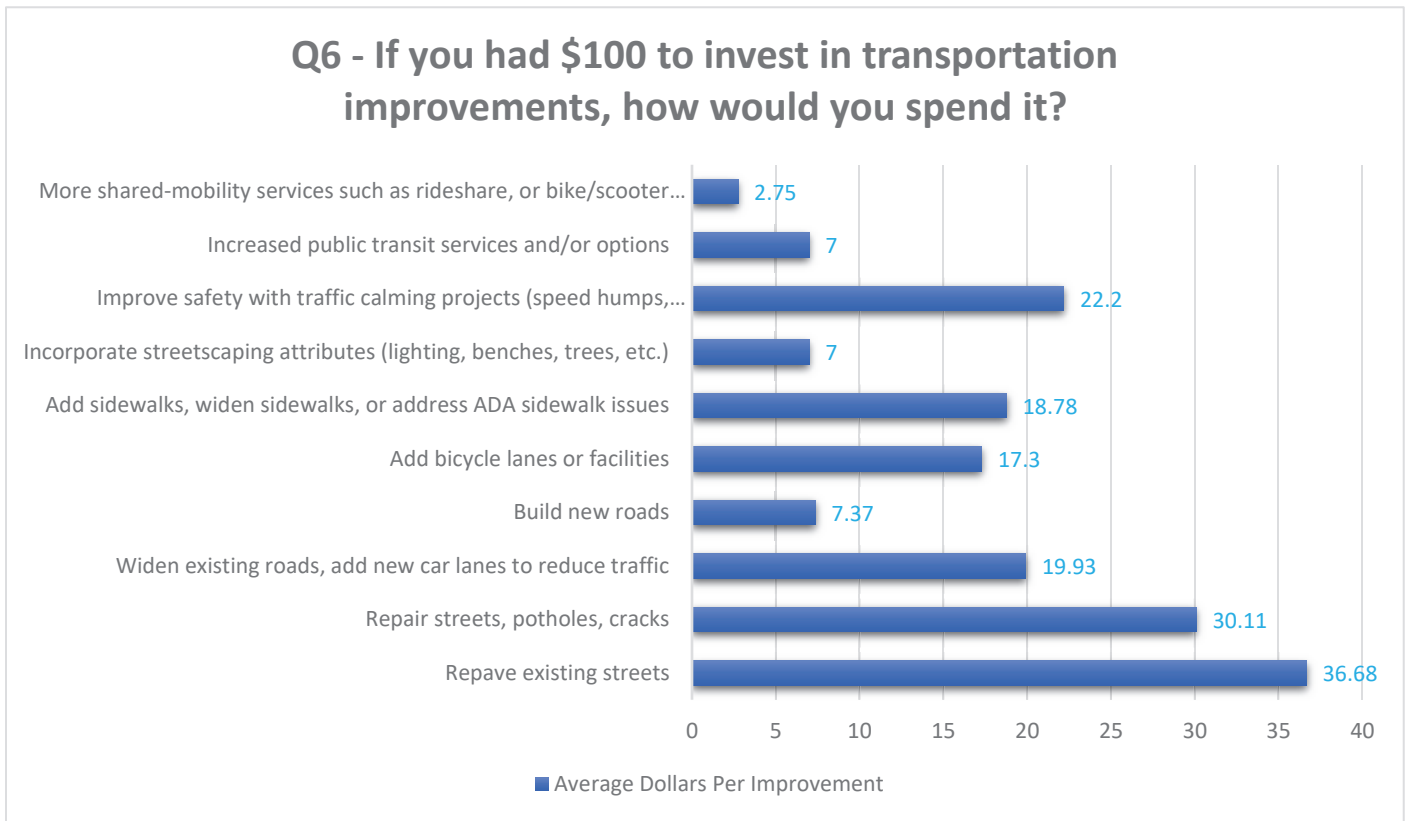
Answered – 27; Skipped – 1



Project Prioritization Study for the Madera County Region

Question 6 If you had \$100 to invest in transportation improvements, how would you spend it?

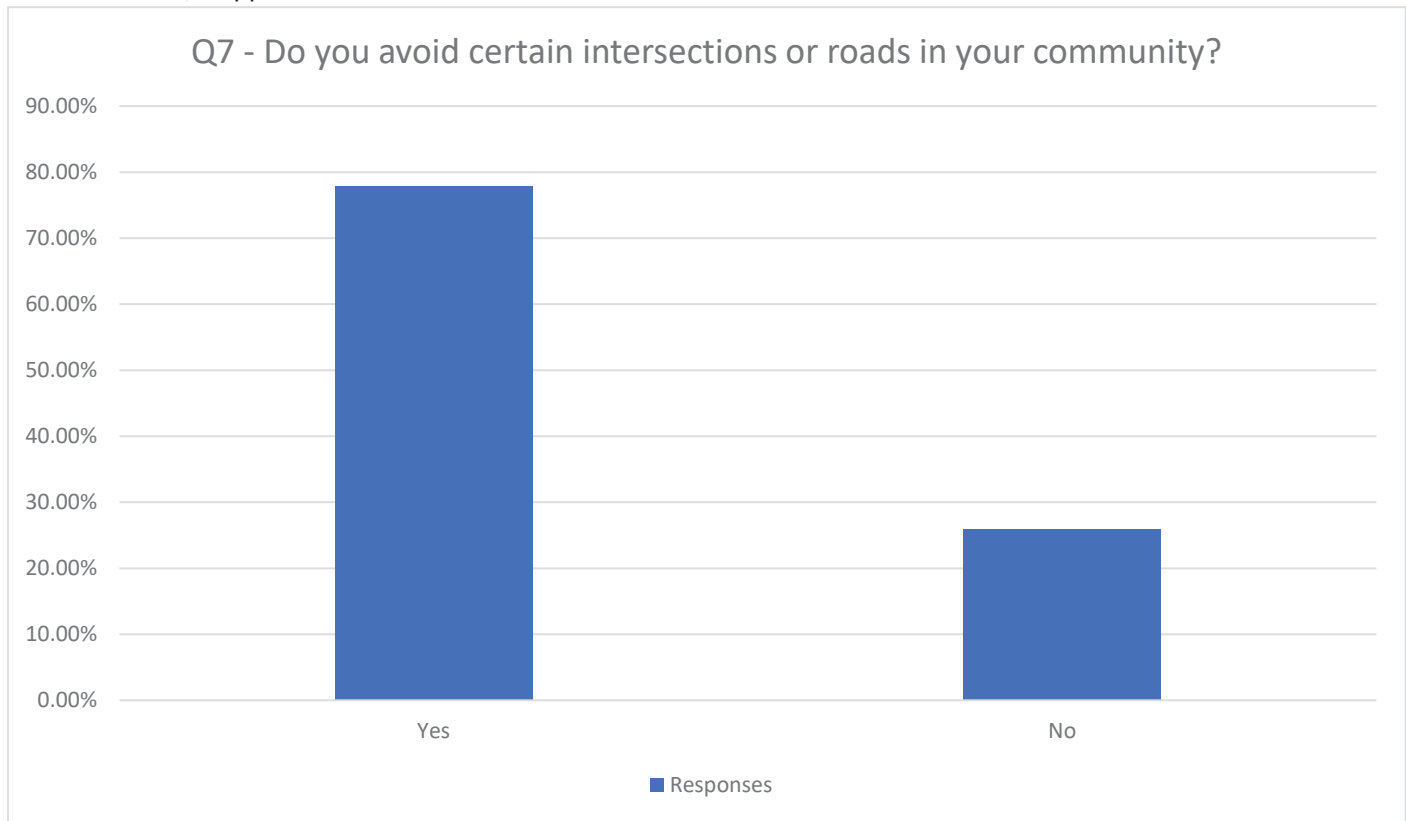
Answered – 24; Skipped – 4



Project Prioritization Study for the Madera County Region

Question 7 Do you avoid certain intersections or roads in your community?

Answered – 27; Skipped – 1



Question 7 - Open ended responses

- Yosemite and gateway, gets real backed up due train the lights aren't as smooth as 4th and gateway. Cleveland and gateway, To many lights people are always trying to beat the lights. Yosemite and lake st, the speed limit drop and increase is a factor
- Speeders
- Ave 9 scary too many passing and getting on at 33 ½
- Usually faster to take a non main road
- Rd 37, between 145 & 16. There is a stop sign at every intersection Rd 36 is considered a speedway with average traffic speeds exceeding 65 mph between HWY 145 and Ave. 15
- Most county roads. Too rough
- Ave 17 due to the traffic from Love's truck stop. La Brea Ave and several roads in Madera Acres due to poor quality
- 2 Yosemite and gateway Too much traffic
- Avenue 26 from Santa Fe to Road 28 ½. Avenue 21 west from Road 26 to the railroad tracks. The detour for the bridge work on Road 23. All are horribly worn and potholed/rough. Avenue 26 could be a major route for entry to the county from the north, but it's dangerously worn. The overpass of 99 at 18 ½ needs traffic lights. Obviously hwy 99 construction is causing more congestion on the county roads, but these effects should have been foreseen.

Project Prioritization Study for the Madera County Region

Question 7 – Open ended responses (*continued*)

- Crossing Granada Bridge while riding bicycle or walking. Need a pedestrian crossing bridge. People drive too fast there.
- Cleveland and Gateway
- Road 16 between hwy 152 and Chowchilla
- Cruces peligrosos sin ningún señalamiento. (*Dangerous crossings without any signs*)
- Driving Hwy 41, due to 2 lanes and the ability to pass ill-legally
- Granada and Riverview bridge. NO space for pedestrians and vehicles/Wessmith from N Lake st to Tulare St. street is really bumpy/Howard Rd from Granada to Westberry no sidewalk for pedestrians and vehicles
- My street is a disaster. I would avoid it if I could, but the other streets to get to my house are just as bad. As far as in town, I avoid the Cleveland/Gateway intersection. It's a mess.
- Tozer north across river,, dumb intersection
- Gateway/Cleveland/Country Club
- Gateway/Cleveland/County Club (congestions); Gateway, 145, 9th (congestion); 145/Ave. 12 (congestion) Ave. 12/Road 23, 24, 26 (congestion/safety)
- Many of the Roads connecting Road 415 and Road 400 are badly in need of repair or in need of safety improvements

Question 8 **Is there a specific transportation project or service that we should consider including in the Study currently being prepared? Please include an exact location and detailed description of the transportation improvement project.**

Answered – 21; Skipped – 7

Question 8 - Open ended responses

- No
- Avenue 9 and Avenue 12 maybe another road to Herndon and Milburn (get them off our roads)
- Avenue 11 is in bad shape - thank you for starting repairs to 33 ½ especially the dip it is a lot better thank you
- Westberry bridge!!!
- Bike lane to Howard School
- Ave. 15 updates and upgrades between HWY 41 & Rd 36. Traffic on this road has tripled if not quadrupled in the last 5-10 years along with lots of truck travel and is being used as a by-pass to avoid portions of 41 & 145
- Road 25 between Avenue 12 and Avenue 7
- Road reconstruction in Madera Acres
- Repair the roadway on Avenue 21 between Road 26 and Avenue 20 ½ (railroad tracks)
- Repaving Road 6 - there are continuous potholes that they keep filling each year but they come right back within weeks. It's a waste. It just needs repaving. Repaving Ave 22 is getting worse and worse and school busses have to drive down it. They barely ever fill in the potholes and there are some really big ones
- Make the intersection of Golden State Blvd and Almond into a 4 way stop
- Howard Road and Shannon Avenue needs a signal light to make the crosswalk safer
- Repave Road 16 between Highway 152 and Chowchilla

Project Prioritization Study for the Madera County Region

Question 8 – Open ended responses (continued)

- Se necesita expandir la rutas existentes para tener mayor alcance en la comunidad. (It is necessary to expand the existing routes to have a greater reach in the community).
- Widen Hwy 41 thru “Rocky Point” and all of 2 lane Hwy 41
- No
- Pedestrian footbridge parallel with and west of the Granada Ave overcrossing of the Fresno River

Question 8 – Open ended responses (continued)

- I think we need to focus on creating loops around our city to access things better,,,,Ellis street overpass to Pershing is great but Pershing to Rancho San Miguel is not....Rancho to Avenue 13 is great...Granada to Ellis is not easy....finish Westberry bridge but preserve the loop
- 1. Connect Almond Ave 2. Sidewalks along SR 145 and SR 99 south to Ave. 133. Sidewalks to Torres High School
- Ave. 17/CA State Hwy 99 Interchange; Casino, Love’s and more development proposed in that area. Major issue
- Improve the safety of Avenue 26, Road 44, and Raymond Road

Question 9 If you were in a leadership position at a city or county agency, or a voting board member, what are the three things you would do to improve the transportation system across the region?

Answered – 24; Skipped - 4

1.	2.	3.
• Speed bumps	• More traffic cops	• Fix roads
• Repair repack roads of travel	• Expand Avenue 9 the passing is horrible	• Fix potholes
• Marketing transportation services	• Marketing new \$\$ to Madera	• Outreach informing public of transportation in general
• Widen 99	• Roundabout at Robertson	• Traffic enforcement
• Better road maintenance	• Improved intersection, lights	• Signage is lacking on most roads in Madera County
• Spend money for improvements equally throughout my district, not just the area I live in		
• Rehabilitate bad roads	• Patch and maintain existing roads	• Sidewalks
• Repair existing roads and sidewalks	• Add more sidewalk, bike lanes, and crosswalk	• Add lights or stop signs
• Continue to widen Hwy 99 until it is all 3 lanes	• Widen Hwy 41 to 2 lanes from 145 to Oakhurst	• Repair decrepit roads
• Repave and widen some of the county roads	• Add more stop signs near the high school	• Fill in more portholes

Project Prioritization Study for the Madera County Region

1.	2.	3.
<ul style="list-style-type: none"> • Repave Gateway drive and other roads that needs attention not just filling the potholes 	<ul style="list-style-type: none"> • Increase more lighting to avoid pedestrian getting hit 	<ul style="list-style-type: none"> • Increase bus service in low income communities
<ul style="list-style-type: none"> • Fix potholes 	<ul style="list-style-type: none"> • Pave roads that are gravel roads 	<ul style="list-style-type: none"> • Repave rough roads
<ul style="list-style-type: none"> • Amtrak station downtown 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> •
<ul style="list-style-type: none"> • Repave existing roads 	<ul style="list-style-type: none"> • Fill pot holes and crack 	<ul style="list-style-type: none"> • 3 lanes on all of 99
<ul style="list-style-type: none"> • Seguridad (<i>Security</i>) 	<ul style="list-style-type: none"> • Calidad (<i>Quality</i>) 	<ul style="list-style-type: none"> • Amabilidad (<i>Amiability</i>)
<ul style="list-style-type: none"> • Promocionarlo más <i>Promote it more</i> 	<ul style="list-style-type: none"> • Expandir las rutas (<i>expand routes</i>) 	<ul style="list-style-type: none"> • Capacitar al personal para ser más amable y crear un ambiente agradable al pasajero. (<i>Train staff to be friendlier and crate a paddenger-friendly environment</i>)
<ul style="list-style-type: none"> • Researching ways to improve Hwy 41 	<ul style="list-style-type: none"> • Voting to find ways to immediately improve Hwy 41 	<ul style="list-style-type: none"> • Securing Funds to widen Hwy 42
<ul style="list-style-type: none"> • Fix street quality 	<ul style="list-style-type: none"> • Create more pedestrian access 	<ul style="list-style-type: none"> • Widen certain streets
<ul style="list-style-type: none"> • Revise the City's Pavement Management Program 	<ul style="list-style-type: none"> • Eliminate the use of chip seals on City streets 	<ul style="list-style-type: none"> • Install pavement reflectors for better nighttime visibility
<ul style="list-style-type: none"> • The roads in the county are awful. They are getting to the point where you can't even drive a car across them 	<ul style="list-style-type: none"> • People utilize the canal for walking/riding bikes because it's safer than doing those on our streets. Have an area besides the canal would be nice. 	<ul style="list-style-type: none"> • Roads. Roads. Roads
<ul style="list-style-type: none"> • Create loops around the city 	<ul style="list-style-type: none"> • Improve bike path 	<ul style="list-style-type: none"> • Westberry bridge
<ul style="list-style-type: none"> • Sidewalks 	<ul style="list-style-type: none"> • Median Islands 	<ul style="list-style-type: none"> • Better lighting
<ul style="list-style-type: none"> • Improve Hwy Interchanges 	<ul style="list-style-type: none"> • Quality of roads in the City of Madera 	<ul style="list-style-type: none"> • Ave. 12 and Ave. 9
<ul style="list-style-type: none"> • Repaving Avenue 26, the tourists venturing to Eastman Lake are welcomed to the area with a poorly maintained road 	<ul style="list-style-type: none"> • Find ways to improve road signage in the County, many of the directional signs to community's are missing 	<ul style="list-style-type: none"> • Improve the corridors and roadways used for the Madera Wine Trails
<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> •

Question 10 Are there any other comments or concerns you wish to share?

Answered – 16; Skipped – 12

Question 10 - Open ended responses

- Speeders on 12 and 145 will result in more fatalities.

Project Prioritization Study for the Madera County Region

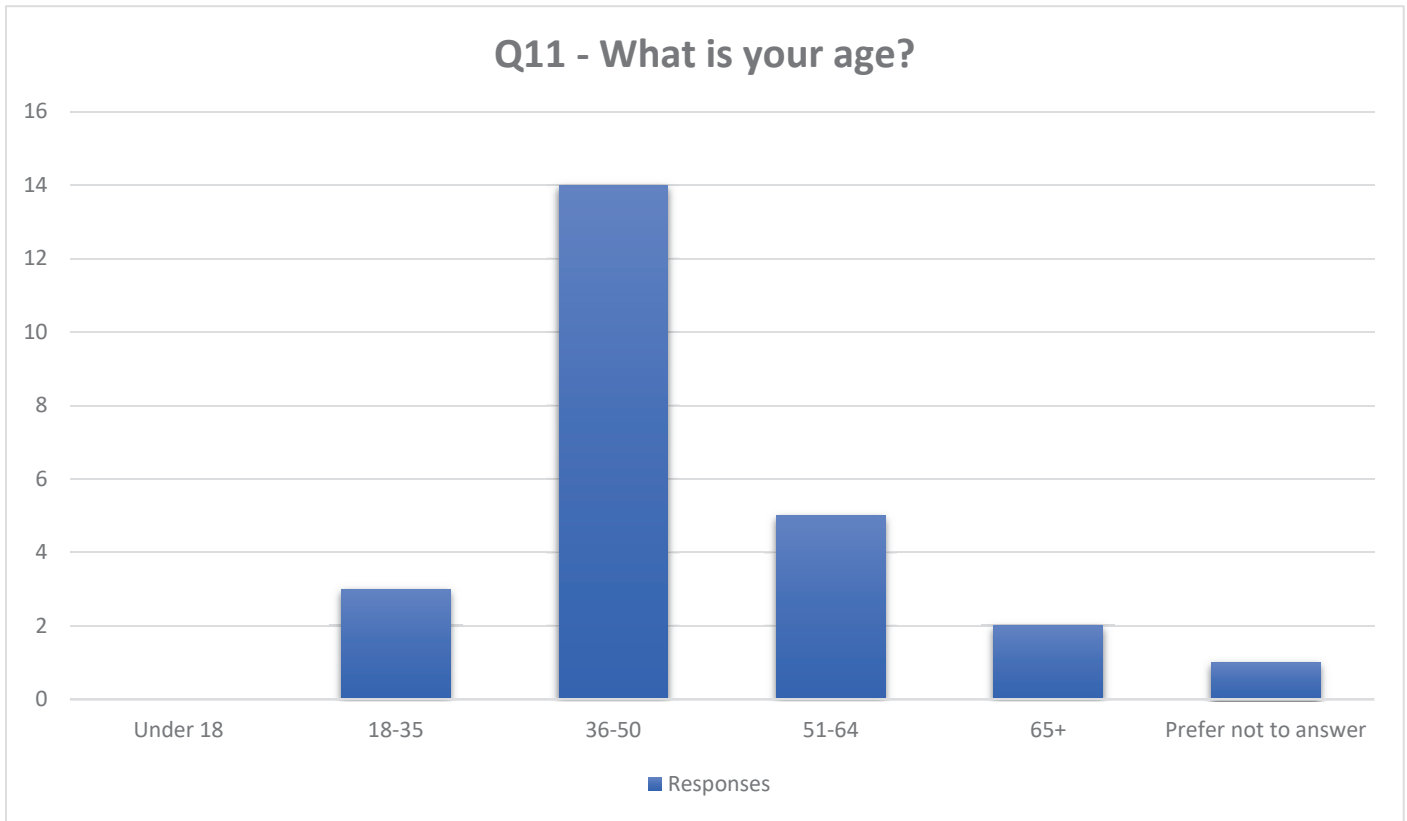
Question 10 – Open ended responses (continued)

- This survey is appreciated to ask for community voice (it is a complicated survey though it was hard to pen and complete) thank you
- The ranking 1-7 takes too much time and is complicated so I skipped it
- Yosemite has a horrible surface as does Santa Fe between Chowchilla and Le Grand
- Updates and road repair has always happened in town, well it's high time Madera county starts maintaining roads where people live in rural areas. Taxes are paid and repairs take many many years. I've lived on Ave 16 in Bonadelle Ranchos with my family since 1977, and ONCE, this last year, did I finally see my road resurfaced. Yet, your drive anywhere north out by the gold course and see those roads are constantly maintained. It would be nice to see roads maintained properly rather than a guy shoveling pitch into a hole and driving over it three times then onto the next hole
- What's the difference they are going to do what gets them the most votes
- No
- Roads around chowchilla are crat
- No
- The roads are awful in the county. Every time I call, I am told that there's no money or that it's up to the homes to do it (which is untrue). It would be nice to have a road where I could ride my bike and engage in recreational activities that are healthy in my neighborhood as opposed to driving across town to Town & County Park to engage in exercise. I can't say enough bad things about our roads
- We need to make sure we have frequent rides to the college for students...free
- All parts of Madera need road improvement. City of Madera and County roads are in poor condition. Cal Trans is an issue for East Yosemite and parts of Gateway
- N/A

Project Prioritization Study for the Madera County Region

Question 11 What is your age?

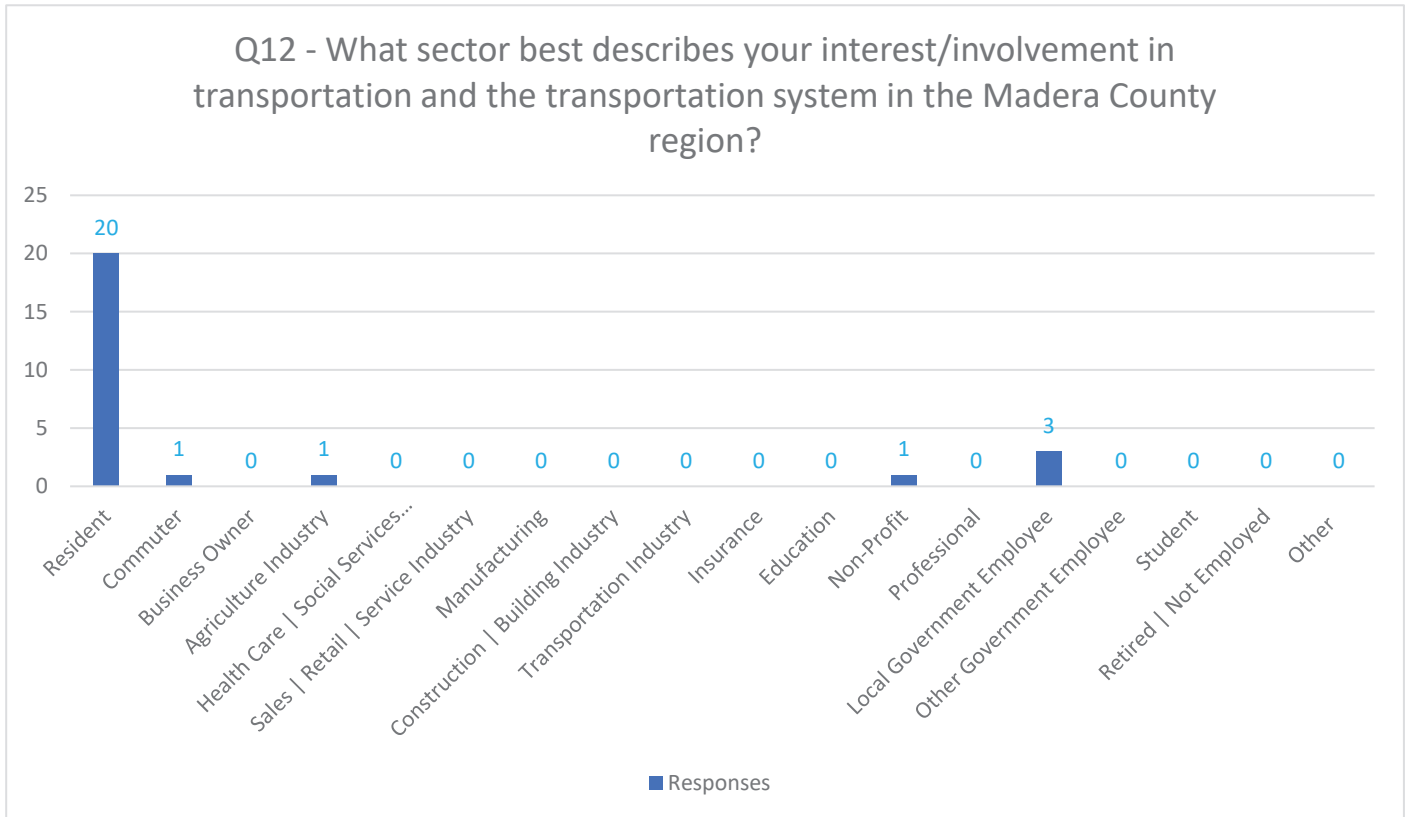
Answered – 25; Skipped – 3



Project Prioritization Study for the Madera County Region

Question 12 What sector best describes your interest/involvement in transportation and the transportation system in the Madera County region?

Answered – 26; Skipped – 2



Project Prioritization Study for the Madera County Region

Question 13 Additional Information

Answered – 17; Skipped – 11 – Names and Email Addresses are being kept private

APPENDIX B

Project Prioritization Study – Multi-Modal Project Evaluation Criteria

Madera County Transportation Commission
 Project Prioritization Study
 Multi-Modal Project Evaluation Criteria
 Revised: June 23, 2021

Bicycle/Trail and Pedestrian Projects		
1	Is consistent with current regional and local plans and policies	Notes
	Implements existing regional and local plans and policies	Choose 1 item for a maximum of 3 points VRPA Assumes all projects are consistent
	3 Yes	
	0 No	
2	Will be part of an existing trail, bicycle or pedestrian network	Notes
	Addresses continued system continuity between or through more than one jurisdiction:	Choose up to 5 items for a maximum of 6 points Unknown to VRPA
	3 Is a regional project that extends beyond city limits (or through more than one jurisdiction)	
	Project will address system continuity in one or more of the following ways:	
	1 The project will enhance or extend an existing trail, bicycle, or sidewalk facility	
	1 The project is the first phase of a project that will provide future system connectivity	
	1 The project is a connectivity gap closure project	
	0 The project is a stand alone project not connecting or enhancing an existing facility	
3	Provides improved access to/from activity centers, schools, and/or residential areas	Notes
	Improves the access to activity centers through an improved and expanded bicycle and/or pedestrian system. (Choose one of the following):	Directly serves is defined as: a bike or pedestrian project that leads straight to or alongside an activity center or school. Indirectly serves is defined as: a bike or pedestrian project that does not lead straight to or go alongside an activity center or school but is within 0.25 miles of an activity center or a school. Activity Center defined as: A regional medical center/hospital, or civic center, school, regional office park or complex, regional mall or retail/commercial area, regional manufacturing complex. School defined as: Public or private elementary, middle or high school, community college, or trade college. Choose 1 item for a maximum of 3 points
	3 Serves more than 3 activity centers	
	2 Serves 2 activity centers	
	1 Serves 1 activity center	
	0 Does not serve an activity center	
4	The project bridges an obstacle or provides a more direct route	Notes
	The project reduces travel time and distance	Choose 1 item for a maximum of 3 points Unknown to VRPA
	3 Improves travel time or distance by more than 50%	
	2 Improves travel time or distance by between 25% and 50%	
	1 Improves travel time or distance by between 5% and 25%	
	0 Improves travel time or distance by less than 5%	
5	Improves pedestrian and bicycle user safety	Notes
	Improved pedestrian and/or trail/bicycle user safety	Examples of enhancements for pedestrian and/or trail/bike safety include: physical barrier between cyclist/pedestrians and adjacent vehicles, reduces accidents, enhances sight distance, and eliminates hazards, and provides new lighting and improved drainage, etc. Unknown to VRPA Choose up to 4 items for a maximum of 6 points
	3 The project includes enhancements that reduce pedestrian and/or trail/bike accidents or physically separates bicyclists/pedestrians from adjacent vehicular traffic	
	2 The project includes improvements that will enhance sight distance and eliminates hazards	
	1 The project includes improvements such as new lighting and improved drainage	
	0 The project does not include improvements that will enhance safety	
6	Estimated project timing	Notes
	More imminent shelf-ready projects are higher priority than those that are not ready to be open to cyclist/pedestrian use:	Choose 1 item for a maximum of 5 points awarded by VRPA only if Opening Year specified
	5 Project is scheduled to be open to bicycles and pedestrians within the next 2 years with ROW and environmental clearance complete	
	4 Project is scheduled to be open to bicycles and pedestrians within 2 to 3 years with ROW and environmental clearance underway	
	3 Project is scheduled to be open to bicycles and pedestrians within 3 to 5 years with project design, ROW and/or environmental clearance underway	
	2 Project is scheduled to be open to bicycles and pedestrians within 5 to 10 years	
	1 Project is scheduled to be open to bicycles and pedestrians within 10 to 15 years	
	0 Project is scheduled to be open to bicycles and pedestrians in more than 15 years	
7	Health priority index	Notes
	Project benefits areas that are most health burdened:	Visit Madera County Department of Public Health's website at https://map.healthplacesindex.org/(Health Place Index) for a map that can be used to explore and change those community conditions that predict life expectancy including transportation issues and impacts. The purpose of the HPI is to prioritize public and private investments, resources and programs. VRPA determined the location of the project and identified the corresponding Priority Health Index benefits Choose 2 items for a maximum of 6 points
	4 Projects that benefit areas with more than 4 health burden measures	
	3 Projects that benefit areas with 3 health burden measures	
	2 Projects that benefit areas with 2 health burden measures	
	1 Projects that benefit areas with 1 health burden measures	
	0 Projects that do not benefit areas with significant health burden measures	
	2 Add 2 points if the project is located within an economically disadvantaged community	
8	Supports SCS growth principles	Notes
	Project furthers implementation of the SCS:	Choose up to 4 items for a maximum of 4 points Unknown to VRPA
	1 Reduces reliance on single-occupancy vehicles	
	1 Supports compact development	
	1 Supports transit connectivity	
	1 Provides Greenhouse Gas reduction and/or Criteria Pollutant emission reductions	

Bicycle/Trail and Pedestrian Projects		
9	Provides access/connectivity to other modes	Notes
	<i>Projects that connect and provide improved access to transit stops, rail station, etc.:</i>	
4	Provides direct access/connectivity to 2 other modes such as: regional transit stop and passenger rail station, park and ride lot, etc.	Indirectly serves is defined as: a bike or pedestrian project that does not lead straight to or go alongside another transportation mode but is within 0.25 miles of another transportation mode. Unknown to VRPA
3	Provides direct access/connectivity to 1 other mode such as: regional transit stop and passenger rail station, park and ride lot, etc.	
2	Provides indirect access/connectivity to 2 other modes such as: regional transit stop and passenger rail station, park and ride lot, etc.	
1	Provides indirect access/connectivity to 1 other mode such as: regional transit stop and passenger rail station, park and ride lot, etc.	
0	Does not provide direct or indirect access/connectivity to other modes	
Choose 1 item for a maximum of 4 points		
10	Is the project within a disadvantaged community	Notes
	<i>Project is within a disadvantaged community as indicated by pollution burden</i>	CalEnviroScreen3.0 Pollution Burden Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score
5	>80 - 100 Total Pollution Burden Score	Choose 1 item for a maximum of 5 points
4	>60 - 80 Total Pollution Burden Score	
3	>40 - 60 Total Pollution Burden Score	
2	>20 - 40 Total Pollution Burden Score	
0	>0 - 20 Total Pollution Burden Score	
11	Is the project within a disadvantaged community	Notes
	<i>Project is within a disadvantaged community as indicated by population characteristics</i>	CalEnviroScreen3.0 Population Characteristics Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score
5	>80 - 100 Total Population Characteristics Score	Choose 1 item for a maximum of 5 points
4	>60 - 80 Total Population Characteristics Score	
3	>40 - 60 Total Population Characteristics Score	
2	>20 - 40 Total Population Characteristics Score	
0	>0 - 20 Total Population Characteristics Score	

Capacity Increasing Street, Road, Highway and Bridge Projects			
1	Is consistent with current regional and local plans and policies	Notes	
	<i>Implements existing regional and local plans and policies</i>	Choose 1 item for a maximum of 3 points VRPA Assumes all projects to be consistent	
	3 Yes		
	0 No		
2	Congestion relief	Notes	
		Urban	
		Rural	
	10	LOS F to LOS A	LOS F to LOS A or B
	9	LOS F to LOS B	LOS F to LOS C
	8	LOS E to LOS A	LOS E to LOS A or B
	7	LOS F to LOS C	LOS F to LOS D
	6	LOS E to LOS B	LOS E to LOS C
	5	LOS F to LOS D	LOS F to LOS E
	4	LOS E to LOS C	LOS E to LOS D
	3	LOS F to LOS E	LOS D to LOS C or Better
	2	LOS E to LOS D	N/A
	1	N/A	N/A
	0	LOS D to LOS C or Better	N/A
			Choose 1 item for a maximum of 10 points. VRPA applied points based on engineering judgement and is subject to change by the responsible agency
3	Improves air quality and reduces greenhouse gas (GHG) emissions (up to 9 points)	Notes	
	<i>Reduces Air and GHG Emissions</i>	Examples of an existing deficiency can include: round-a-bout, widening a bottleneck, or providing a connection over/under/through an existing circulation barrier (i.e. freeway, railroad, waterway), etc. May receive points for each criterion that applies. VRPA applied points based on engineering judgement and is subject to change by the responsible agency	
	<i>Category 1</i>		
	4 Project includes synchronization of traffic signals		
	4 Project includes or promotes Active Transportation options		
	4 Project is already served by transit		
	<i>Category 2</i>		
	3 Project is partially served by transit		
	3 Project corrects an existing deficiency that regularly causes significant delays and congestion.		
	3 Project reduces Vehicle Miles Traveled (VMT) by providing more direct travel and fewer circuitous movements		
	<i>Category 3</i>		
	2 Project includes air pollution mitigation strategies such as HOV/HOT Lanes, Freeway Service Patrol, or ITS-related improvements for freeway projects or signal timing or other intersection improvements for major expressway and arterial or rural highway projects	Choose 1 from each Category for a maximum of 9 points	
	2 Project includes a new connection to state freeway roadway system or has freeway auxiliary lanes to serve weave or queues		
	2 Project has parallel facilities within a mile that operate at LOS F (Urban), LOS E (Rural)		
4	Provides improved access to activity centers, Environmental Justice (EJ) areas, low income areas and/or Native American sites	Notes	
	<i>Improves the access to major services, EJ areas, Low Income areas, or Native American sites through an improved and expanded street road system</i>	Directly serves is defined as: a streets and roads project that leads straight to or alongside an activity center. Indirectly serves is defined as: a streets or roads project that does not lead straight to or go alongside an activity center but is within 1 mile of an activity center. Activity Center defined as: A regional medical center/hospital, or civic center, school, regional office park or complex, regional mall or retail/commercial area, regional manufacturing complex. School defined as: Public or private elementary, middle or high school, community college, or trade college. VRPA applied points based on its knowledge and is subject to change by the responsible agency	
	3 Directly serves an activity center, EJ area, Low Income area, or Native American site		
	2 Indirectly serves an activity center, EJ area, Low Income area, or Native American site		
	0 Does not directly or indirectly serve an activity center, EJ area, Low Income area, or Native American site		
		Choose 1 item for a maximum of 3 points	
5	Safety is Improved (5 points possible)	Notes	
	<i>Safety is improved with countermeasures</i>	Access to evacuation/emergency routes includes provides an alternative parallel access highway or transit route to areas with only one access route currently. VRPA applied points based on its engineering judgement and is subject to change by the responsible agency	
	3 Project eliminates safety issues related to fatalities and/or injuries, or provides access to evacuation/emergency routes		
	2 Project includes safety enhancements		
		Choose 1 item for a maximum of 3 points	
6	Supports other modes of transportation	Notes	
	<i>Addresses multi-modal policies in the Region's RTP/SCS</i>	Choose 1 item for a maximum of 3 points VRPA applied points based on its engineering judgement and is subject to change by the responsible agency	
	3 Yes - Project includes the construction of planned trail/bike lanes, sidewalks, transit systems, Amenities, or other modal improvements within the ROW.		
	2 Yes - Project provides for future planned trail/bike lanes, sidewalks, transit systems, Amenities, or other modal improvements within the ROW.		
7	Estimated project timing	Notes	
	<i>More imminent projects are higher priority than those that are not ready to be open to traffic</i>	Choose 1 item for a maximum of 5 points. VRPA applied points based on opening year provided, if provided by the responsible agency	
	5 Project is scheduled to be open to traffic within the next 2 years with ROW and environmental clearance complete		
	4 Project is scheduled to be open to traffic within 2 to 3 years with ROW and environmental clearance underway		
	3 Project is scheduled to be open to traffic within 3 to 5 years with project design, ROW and/or environmental clearance underway		
	2 Project is scheduled to be open to traffic within 5 to 10 years		
	1 Project is scheduled to be open to traffic within 10 to 15 years		
	0 Project is scheduled to be open to traffic in more than 15 years		
8	Located in a high crash rate area	Notes	
	<i>Located in a High Crash Rate Area</i>	Choose 1 item for a maximum of 3 points. VRPA did not apply points. Information known to the responsible agency.	
	3 Crash rate exceeds the statewide average		
	0 Crash rate is below the statewide average		
9	Serves smart growth development	Notes	
	<i>Does the project serve Smart Growth areas?</i>	Choose 1 item for a maximum of 3 points. VRPA applied points based on its knowledge of the project area and is subject to change by the responsible agency	
	Highway corridors shall receive points for each place type they serve.		
	3 Serves existing/planned Activity Centers (Activity Center is defined above)		
	2 Serves a future Activity Center (Activity Center is defined above)		

Capacity Increasing Street, Road, Highway and Bridge Projects		
10	Minimizes habitat and residential impacts	Notes
	Does the project minimize negative habitat and residential impacts?	<p>Note: Preserve areas are defined as major preserve planning areas for approved Natural Community Conservation Planning (NCCP) Subregional Plans. Approved NCCP Subregional Plans include: the Multiple Species Conservation Program (MSCP) and the Multiple Species Habitat Conservation Program (MSHCP). Native habitats include all non habitat conservation plan areas within the region. VRPA applied points based on its knowledge of the project area and is subject to change by the responsible agency</p> <p>Choose up to 3 items for a maximum of 8 points</p>
3	Avoids preserve areas as defined by habitat conservation plans or other state or federal lands designated for habitat conservation	
2	Avoids native habitats	
3	Avoids existing residential development (defined as existing housing stock within 500-feet of the highway right-of-way and is more than two dwelling units per acre. This does not	
11	Avoids negative environmental impacts on EJ, minority or low income areas, or Native American historic, cultural and sacred sites	Notes
	Does the facility avoid negative environmental impacts on Environmental Justice, Low Income, or Minority areas or Native American historic, cultural and sacred sites?	<p>Choose 1 item for a maximum of 3 points. VRPA applied points based on its knowledge of the project area and is subject to change by the responsible agency</p>
3	Yes	
0	No	
12	Provides access to evacuation routes	Notes
	Does the project provide evacuation access for regional hazard areas including Environmental Justice, low income or federally recognized Native American reservations?	<p>Choose 1 item for a maximum of 3 points. VRPA applied points based on its knowledge of the project area and is subject to change by the responsible agency</p>
3	Yes	
0	No	
13	Serves goods movement	Notes
	Does the project accommodate goods movement?	<p>A truck is defined as a vehicle with greater than 2 axles. VRPA applied points based on engineering judgement and is subject to change by the responsible agency</p> <p>Choose 1 item for a maximum of 3 points</p>
3	Truck AADT >7%	
2	Truck AADT 4% - 7%	
1	Truck AADT Less Than 4%	
14	Improves congested corridors or provides alternative relief to congested corridors	Notes
	Improves congested corridors or provides alternative relief to congested corridors	<p>Choose 1 item for a maximum of 3 points. In some cases, VRPA applied points based on its knowledge of the project area and is subject to change by the responsible agency</p>
3	Improves congested corridors and provides alternative parallel regional street, road, or transit facility relief to congested corridors	
2	Improves congested regional street or road corridors	
1	Provides alternative parallel regional street, road or transit facility relief to congested corridors	
15	Provides access to other modes of transportation	Notes
	Addresses multi-modal policies in the Region's RTP/SCS	<p>Choose 1 item for a maximum of 3 points. In some cases, VRPA applied points based on its knowledge of the project area and is subject to change by the responsible agency</p>
3	Project directly connects to existing or planned transit centers, park-n-ride facilities, HOV/HOT Lanes, etc.	
1	Project indirectly (within .25 miles) connects to existing or planned transit centers, passenger rail stations, park-n-ride facilities, etc. or connects directly to existing or planned bus stops	
16	Facilitates carpool and transit mobility	Notes
	Does the project contain carpool/Managed Lane facilities, Park-n-ride facility, and/or regional or corridor transit	<p>Note: Congested corridors are measured by majority of corridor with Future Year peak-period level of service (LOS) E or F. In some cases, VRPA applied points based on its knowledge of the project area and is subject to change by the responsible agency</p> <p>Choose 1 item for a maximum of 3 points</p>
3	Includes carpool/Managed Lane facility and Regional or Corridor transit services identified in the RTP and located on a congested corridor.	
2	Includes carpool facility/Managed Lane, Park-n-ride facility, or Regional or Corridor transit services identified in the RTP and located on a congested corridor.	
1	Includes carpool facility/Managed Lane, Park-n-ride facility, or Regional or Corridor transit services identified in the RTP and not located on a congested corridor	
17	Critical linkage/new corridor	Notes
	Is the project located in a high volume freeway corridor and/or lacking a continuous parallel	<p>Note: Congested corridors are measured by majority of corridor with Future Year peak-period LOS E or F. In some cases, VRPA applied points based on its knowledge of the project area and is subject to change by the responsible agency</p> <p>Choose 1 item for a maximum of 3 points</p>
3	High volume (75,000 AADT) freeway corridor and lacking a continuous parallel arterial	
2	Congested freeway corridor and lacking a continuous parallel arterial	
1	Congested freeway corridor or lacking a continuous parallel arterial	
18	Supports and provides access to communities and neighborhoods	Notes
	Does the highway corridor provide access and/or support communities and neighborhoods?	<p>Choose 1 item for a maximum of 3 points. In some cases, VRPA applied points based on its knowledge of the project area and is subject to change by the responsible agency</p>
3	Project supports and provides access to more than 3 communities?	
2	Project supports and provides access to more than 2 communities?	
1	Project supports and provides access to a neighborhood?	
19	Is the project within a disadvantaged community	
	Project is within a disadvantaged community as indicated by pollution burden	<p>CalEnviroScreen3.0 Pollution Burden Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30. VRPA determined the location of the project and identified the corresponding EnviroScreen score.</p> <p>Choose 1 item for a maximum of 5 points</p>
5	>80 - 100 Total Pollution Burden Score	
4	>60 - 80 Total Pollution Burden Score	
3	>40 - 60 Total Pollution Burden Score	
2	>20 - 40 Total Pollution Burden Score	
0	>0 - 20 Total Pollution Burden Score	
20	Is the project within a disadvantaged community	
	Project is within a disadvantaged community as indicated by population characteristics	<p>CalEnviroScreen3.0 Population Characteristics Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30. VRPA determined the location of the project and identified the corresponding EnviroScreen score.</p> <p>Choose 1 item for a maximum of 5 points</p>
5	>80 - 100 Total Population Characteristics Score	
4	>60 - 80 Total Population Characteristics Score	
3	>40 - 60 Total Population Characteristics Score	
2	>20 - 40 Total Population Characteristics Score	
0	>0 - 20 Total Population Characteristics Score	

Interchange Projects			Notes
1	Safety is improved		Access to evacuation/emergency routes includes provides an alternative parallel access highway or transit route to areas with only one access route currently. Unknown to VRPA Choose 1 item for a maximum of 3 points
	3	Project eliminates safety issues related to fatalities and/or injuries, or provides access to evacuation/emergency routes	
	2	Project includes safety enhancements	
2	Provides mobility and congestion relief		Notes Choose 1 item for a maximum of 5 points. Unknown to VRPA
	What is the Future Year Person Average Daily Traffic (PADT) on the Interchange Ramps?		
	5	More than 35,000 PADT (IC Ramps)	
	4	20,000 to 35,000 PADT (IC Ramps)	
	3	15,000 to 20,000 PADT (IC Ramps)	
	1	Less than 5,000 PADT (IC Ramps)	
3	Serves congested corridors		Notes Choose 1 item for a maximum of 5 points. Unknown to VRPA
	What is the most critical (i.e. worst) level of service expected in the Future Year for the roadways that pass through the interchange?		
	5	Interchange serves roadway or street projected to be at LOS F	
	4	Interchange serves roadway or street projected to be at LOS E	
	3	Interchange serves roadway or street projected to be at LOS D	
	1	Interchange serves roadway or street projected to be at LOS A or B	
4	Estimated project timing		Notes Choose 1 item for a maximum of 5 points. Applied points to the project if opening year was provided by the responsible agency
	More imminent projects are higher priority than those that are not ready to be open to traffic		
	5	Project is scheduled to be open to traffic within the next 2 years with ROW and environmental clearance complete	
	4	Project is scheduled to be open to traffic within 2 to 3 years with ROW and environmental clearance underway	
	3	Project is scheduled to be open to traffic within 3 to 5 years with project design, ROW and/or environmental clearance underway	
	2	Project is scheduled to be open to traffic within 5 to 10 years	
	0	Project is scheduled to be open to traffic in more than 15 years	
5	Serves or provides access to regional and/or local corridor transit routes		Notes Choose 1 item for a maximum of 5 points. Unknown to VRPA
	What is the Future Year daily transit passenger ridership?		
	5	Serves Regional and/or Local Corridor Transit Routes	
	3	Provides Access to Regional and/or Local Transit Corridor Routes	
6	Cost effectiveness of congestion relief		Notes Calculate as project cost divided by number of points received in category listed above relating to serving congested corridors. Unknown to VRPA Choose 1 item for a maximum of 5 points
	What is the project cost divided by the number of points received for serving congested corridors?		
	5	Cost-effectiveness is over \$100	
	4	Cost-effectiveness is between \$50 and \$100	
	3	Cost-effectiveness is between \$30 and \$50	
	1	Cost-effectiveness is between \$0 and \$10	
7	Improves air quality and reduces greenhouse gas (GHG) emissions (up to 7 points)		Notes Examples of an existing deficiency can include: widening a bottleneck, or providing a connection over/under/through an existing circulation barrier (i.e. freeway, railroad, waterway), etc. May receive points for each criterion that applies. Unknown to VRPA Choose 1 item from each Category for a total of 7 points. Unknown to VRPA
	Reduces Emissions		
	Category 1		
	4	Project includes synchronization of traffic signals	
	4	Project is already served by transit	
	4	Project corrects an existing deficiency that regularly causes significant delays and congestion	
	4	Project reduces Vehicle Miles Traveled (VMT) by providing more direct travel and fewer circuitous movements	
	Category 2		
	3	Project includes air pollution mitigation strategies	
	3	Project eliminates bottlenecks queueing, or improves traffic flow	
8	Serves goods movement		Notes A truck is defined as a vehicle with greater than 2 axes. VRPA applied point score considering knowledge of the project area Choose 1 item for a maximum of 3 points
	Does the project accommodate goods movement?		
	3	Is the highway a major freight corridor as measured by truck AADT%	
	2	Truck AADT >7%	
	1	Truck AADT Less Than 4%	
9	Serves smart growth development		Notes Choose 1 item for a maximum of 3 points. VRPA applied point score considering knowledge of the project area
	Does the project serve Smart Growth areas?		
	3	Highway corridors shall receive points for each place type they serve.	
	2	Serves an existing Activity Center (reference definition of Activity Center above)	
10	New interchange		Notes Note: Congested interchanges are measured by majority of the interchange has ramp intersections with Future Year peak-period LOS E or F or considerable queueing expected along ramps. VRPA applied point score considering knowledge of the project area Choose 1 item for a maximum of 3 points
	Is the project a new interchange and provide congestion relief to other congested interchanges?		
	3	Will provide congestion relief to 3 other adjacent interchanges	
	1	Will provide congestion relief to 1 other adjacent interchanges	

Interchange Projects		
11	Supports and provides access to communities and neighborhoods	Notes
	Does the highway corridor provide access and/or support communities and neighborhoods?	
	3 Project supports and provides access to more than 3 communities?	Choose 1 item for a maximum of 3 points. VRPA applied point score considering knowledge of the project area
	2 Project supports and provides access to more than 2 communities?	
	1 Project supports and provides access to a neighborhood?	
12	Is the project within a disadvantaged community	
	Project is within a disadvantaged community as indicated by pollution burden	
	5 >80 - 100 Total Pollution Burden Score	CalEnviroScreen3.0 Pollution Burden Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score.
	4 >60 - 80 Total Pollution Burden Score	
	3 >40 - 60 Total Pollution Burden Score	
	2 >20 - 40 Total Pollution Burden Score	
	0 >0 - 20 Total Pollution Burden Score	
		Choose 1 item for a maximum of 5 points
13	Is the project within a disadvantaged community	
	Project is within a disadvantaged community as indicated by population characteristics	
	5 >80 - 100 Total Population Characteristics Score	CalEnviroScreen3.0 Population Characteristics Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score.
	4 >60 - 80 Total Population Characteristics Score	
	3 >40 - 60 Total Population Characteristics Score	
	2 >20 - 40 Total Population Characteristics Score	
	0 >0 - 20 Total Population Characteristics Score	
		Choose 1 item for a maximum of 5 points

Streets and Roads - Non-Capacity Increasing MAINTENANCE Projects		
1	Pavement management	Notes
	<i>The project participates in the jurisdiction's Pavement Management System</i>	
	3 Project participates in a Pavement Management System	Choose 1 item for a maximum of 3 points Assumed consistent
	0 Project does not participate in a Pavement Management System	
2	Pavement condition / safety condition	Notes
	<i>The project's road pavement is in the most failing condition in the jurisdiction?</i>	
	3 The project's road condition is in the bottom 25% of the roads in the jurisdiction	Choose 1 item for a maximum of 3 points Unknown
	2 The project's road condition is in the bottom 50% of the roads in the jurisdiction, but above 25%	
	0 The project's road condition is not in the bottom 50% of the roads in the jurisdiction	
3	Road usage	Notes
	<i>Road exhibits the highest use for the jurisdiction based on ADT</i>	
	3 The project's road usage is in the top 25% of ADT for the jurisdiction	Choose 1 item for a maximum of 3 points Unknown
	2 The project's road usage is in the top 50% of ADT for the jurisdiction, but below 25%	
	0 The project's road usage is not in the top 50% of ADT for the jurisdiction	
4	Estimated project timing	Notes
	<i>More imminent projects are higher priority than those that are not ready to be open to traffic</i>	
	5 Project is scheduled to be open to traffic within the next 2 years with ROW and environmental clearance complete	Choose 1 item for a maximum of 5 points Unknown
	4 Project is scheduled to be open to traffic within 2 to 3 years with ROW and environmental clearance underway	
	3 Project is scheduled to be open to traffic within 3 to 5 years with project design, ROW and/or environmental clearance underway	
	2 Project is scheduled to be open to traffic within 5 to 10 years	
	1 Project is scheduled to be open to traffic within 10 to 15 years	
	0 Project is scheduled to be open to traffic in more than 15 years	
5	Is the project within a disadvantaged community	Notes
	<i>Project is within a disadvantaged community as indicated by pollution burden</i>	
	5 >80 - 100 Total Pollution Burden Score	CalEnviroScreen3.0 Pollution Burden Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score.
	4 >60 - 80 Total Pollution Burden Score	
	3 >40 - 60 Total Pollution Burden Score	
	2 >20 - 40 Total Pollution Burden Score	
	0 >0 - 20 Total Pollution Burden Score	
		Choose 1 item for a maximum of 5 points
6	Is the project within a disadvantaged community	Notes
	<i>Project is within a disadvantaged community as indicated by population characteristics</i>	
	5 >80 - 100 Total Population Characteristics Score	CalEnviroScreen3.0 Population Characteristics Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score.
	4 >60 - 80 Total Population Characteristics Score	
	3 >40 - 60 Total Population Characteristics Score	
	2 >20 - 40 Total Population Characteristics Score	
	0 >0 - 20 Total Population Characteristics Score	
		Choose 1 item for a maximum of 5 points

Bridges - Non-Capacity Increasing REHABILITATION and MAINTENANCE Projects		
1	Bridge condition / safety condition	Notes
	<i>The bridge is in the most failing condition in the jurisdiction?</i>	
	5 The project bridge's condition is poor and poses a safety risk	Choose 1 item for a maximum of 5 points Unknown
	2 The project bridge's condition is deficient, but does not pose a safety risk	
2	Bridge usage	Notes
	<i>Bridge exhibits the highest use for the jurisdiction based on ADT</i>	
	3 The bridge's usage is in the top 25% of ADT for the jurisdiction	Choose 1 item for a maximum of 3 points Unknown
	2 The bridge's usage is in the top 50% of ADT for the jurisdiction, but below 25%	
	1 The bridge's usage is <i>not</i> in the top 50% of ADT for the jurisdiction	
3	Estimated project timing	Notes
	<i>More imminent projects are higher priority than those that are not ready to be open to traffic</i>	
	5 Project is scheduled to be open to traffic within the next 2 years with ROW and environmental clearance complete	Choose 1 item for a maximum of 5 points Applied if known
	4 Project is scheduled to be open to traffic within 2 to 3 years with ROW and environmental clearance underway	
	3 Project is scheduled to be open to traffic within 3 to 5 years with project design, ROW and/or environmental clearance underway	
	2 Project is scheduled to be open to traffic within 5 to 10 years	
	1 Project is scheduled to be open to traffic within 10 to 15 years	
	0 Project is scheduled to be open to traffic in more than 15 years	
4	Is the project within a disadvantaged community	Notes
	<i>Project is within a disadvantaged community as indicated by pollution burden</i>	CalEnviroScreen3.0 Pollution Burden Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score. Choose 1 item for a maximum of 5 points
	5 >80 - 100 Total Pollution Burden Score	
	4 >60 - 80 Total Pollution Burden Score	
	3 >40 - 60 Total Pollution Burden Score	
	2 >20 - 40 Total Pollution Burden Score	
	0 >0 - 20 Total Pollution Burden Score	
5	Is the project within a disadvantaged community	Notes
	<i>Project is within a disadvantaged community as indicated by population characteristics</i>	CalEnviroScreen3.0 Population Characteristics Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score. Choose 1 item for a maximum of 3 points Unknown to VRPA
	5 >80 - 100 Total Population Characteristics Score	
	4 >60 - 80 Total Population Characteristics Score	
	3 >40 - 60 Total Population Characteristics Score	
	2 >20 - 40 Total Population Characteristics Score	
	0 >0 - 20 Total Population Characteristics Score	
6	Estimated project timing	Notes
	<i>More imminent projects are higher priority than those that are not ready to be open to traffic</i>	
	5 Project is scheduled to be open to traffic within the next 2 years with ROW and environmental clearance complete	Choose 1 item for a maximum of 5 points VRPA applied points if the opening day of the project was known or provided by the responsible agency
	4 Project is scheduled to be open to traffic within 2 to 3 years with ROW and environmental clearance underway	
	3 Project is scheduled to be open to traffic within 3 to 5 years with project design, ROW and/or environmental clearance underway	
	2 Project is scheduled to be open to traffic within 5 to 10 years	
	1 Project is scheduled to be open to traffic within 10 to 15 years	
	0 Project is scheduled to be open to traffic in more than 15 years	
7	Is the project within a disadvantaged community	Notes
	<i>Project is within a disadvantaged community as indicated by pollution burden</i>	CalEnviroScreen3.0 Pollution Burden Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score. Choose 1 item for a maximum of 5 points
	5 >80 - 100 Total Pollution Burden Score	
	4 >60 - 80 Total Pollution Burden Score	
	3 >40 - 60 Total Pollution Burden Score	
	2 >20 - 40 Total Pollution Burden Score	
	0 >0 - 20 Total Pollution Burden Score	
8	Is the project within a disadvantaged community	Notes
	<i>Project is within a disadvantaged community as indicated by population characteristics</i>	CalEnviroScreen3.0 Population Characteristics Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score. Choose 1 item for a maximum of 5 points
	5 >80 - 100 Total Population Characteristics Score	
	4 >60 - 80 Total Population Characteristics Score	
	3 >40 - 60 Total Population Characteristics Score	
	2 >20 - 40 Total Population Characteristics Score	
	0 >0 - 20 Total Population Characteristics Score	

Streets and Roads - Non-Capacity Increasing OPERATIONS Projects		
1	Is consistent with current local plans and policies	Notes
	<i>Implements existing local plans and policies</i> 3 Yes 0 No	Choose 1 item for a maximum of 3 points VRPA assumed project is consistent
2	Improves air quality (up to 50 points)	Notes
	<i>Reduces Emissions</i> Category 2 3 Project includes synchronization of traffic signals 3 Project includes or promotes Active Transportation options 3 Project is already served by transit 3 Project corrects an existing deficiency that regularly causes significant delays and congestion. Category 2 2 Project includes air pollution mitigation strategies 2 Project includes a new connection to state freeway roadway system or has freeway auxiliary lanes to serve weave or queues 2 Project has parallel facilities within a mile that operate at LOS F (Urban), LOS E (Rural)	Examples of an existing deficiency can include: round-a-bout, widening a bottleneck, or providing a connection over/under/through an existing circulation barrier (i.e. freeway, railroad, waterway), etc. May receive points for each criterion that applies. Unknown to VRPA Choose 1 item from each Category for a total of 5 points Unknown to VRPA
3	Provides improved access to activity centers, Environmental Justice (EJ), low income, or minority areas and/or Native American sites	Notes
	<i>Improves the access to major services, EJ areas, Low Income areas, or Native American sites through an improved and expanded street road system</i> 3 Directly serves an activity center, EJ area, Low Income area, or Native American site 1 Indirectly serves an activity center, EJ area, Low Income area, or Native American site 0 Does not directly or indirectly serve an activity center, EJ area, Low Income area, or Native American site	Directly serves is defined as: a streets and roads project that leads straight to or alongside an activity center. Indirectly serves is defined as: a streets or roads project that does not lead straight to or go alongside an activity center but is within 1 mile of an activity center. Activity Center defined as: A regional medical center/hospital, or civic center, school, regional office park or complex, regional mall or retail/commercial area, regional manufacturing complex. School defined as: Public or private elementary, middle or high school, community college, or trade college. VRPA applied point given the location of the project and its knowledge of the project area Choose from 1 item for a maximum of 3 points
4	Serves smart growth development	Notes
	<i>Does the project serve Smart Growth areas?</i> Highway corridors shall receive points for each place type they serve. 3 Serves existing/planned Activity Center (Activity Center defined above) 2 Serves future Activity Center (Activity Center defined above)	Choose 1 item for a maximum of 3 points VRPA applied point given the location of the project and its knowledge of the project area
5	Road usage	Notes
	<i>Road exhibits the highest use for the jurisdiction based on ADT</i> 3 The project's road usage is in the top 25% of ADT for the jurisdiction 2 The project's road usage is in the top 50% of ADT for the jurisdiction, but below 25% 0 The project's road usage is not in the top 50% of ADT for the jurisdiction	Choose 1 item for a maximum of 3 points Unknown
6	Estimated project timing	Notes
	<i>More imminent projects are higher priority than those that are not ready to be open to traffic</i> 5 Project is scheduled to be open to traffic within the next 2 years with ROW and environmental clearance complete 4 Project is scheduled to be open to traffic within 2 to 3 years with ROW and environmental clearance underway 3 Project is scheduled to be open to traffic within 3 to 5 years with project design, ROW and/or environmental clearance underway 2 Project is scheduled to be open to traffic within 5 to 10 years 1 Project is scheduled to be open to traffic within 10 to 15 years 0 Project is scheduled to be open to traffic in more than 15 years	Choose from 1 item for a maximum of 5 points VRPA applied points if the opening day of the project was known or provided by the responsible agency
7	Is the project within a disadvantaged community	Notes
	<i>Project is within a disadvantaged community as indicated by pollution burden</i> 5 >80 - 100 Total Pollution Burden Score 4 >60 - 80 Total Pollution Burden Score 3 >40 - 60 Total Pollution Burden Score 2 >20 - 40 Total Pollution Burden Score 0 >0 - 20 Total Pollution Burden Score	CalEnviroScreen 3.0 Pollution Burden Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score Choose 1 item for a maximum of 5 points
8	Is the project within a disadvantaged community	Notes
	<i>Project is within a disadvantaged community as indicated by population characteristics</i> 5 >80 - 100 Total Population Characteristics Score 4 >60 - 80 Total Population Characteristics Score 3 >40 - 60 Total Population Characteristics Score 2 >20 - 40 Total Population Characteristics Score 0 >0 - 20 Total Population Characteristics Score	CalEnviroScreen 3.0 Population Characteristics Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score Choose 1 item for a maximum of 5 points

Transit Projects			
1	Is consistent with current regional and local plans, policies, and Short and/or Long Range Transit Plans		Notes
	<i>Implements existing regional and local plans, policies and Short or Long Range Transit Plans</i>		Consistent is defined as: a project listed within a plan or a project supports a plan's goal, policies, or objectives. Choose 1 item for a maximum of 3 points VRPA assumed project is consistent
	3	Yes	
	0	No	
2	Provides improved access to activity centers or schools		Notes
	<i>Improves access to activity centers or schools through an expanded transit system</i>		Directly serves is defined as: a transit project that leads straight to or alongside an activity center or school. Indirectly serves is defined as: a transit project that does not lead straight to or go alongside an activity center or school but is within 0.5 miles of an activity center or school. Activity Center defined as: A regional medical center/hospital, or civic center, school, regional office park or complex, regional mall or retail/commercial area, regional manufacturing complex. School defined as: Public or private elementary, middle or high school, community college, or trade college. VRPA assumes that all transit projects directly serve an activity center or a school. Responsible Choose 1 item for a maximum of 3 points
	3	Directly serves an activity center or school	
	2	Indirectly serves an activity center or school	
	0	Does not directly or indirectly serve an activity center or school	
3	Project will maintain established productivity standards		Notes
	<i>The project can be supported and operated over time</i>		Productivity standards are based on the definitions in the Short or Long Range Transit Plan (i.e. TDA performance indicators, ridership and farebox). VRPA assumes that the project will maintain standards. Responsible agency should confirm if specific information regarding the service/project is known Choose 1 item for a maximum of 3 points
	3	Will exceed established productivity standards	
	2	Yes, all existing productivity standards can be maintained	
	1	Two or more productivity standards can be maintained	
	0	Productivity standards cannot be maintained by the project	
4	Project provides for or promotes intermodal connectivity		Notes
	<i>The project enhances the regional transportation system</i>		Intermodal connectivity is defined as: bus to train, bus to airport, bus to a Park & Ride, bus to a Vanpool or Carpool, or bus to a Bike Facility. VRPA assumes that the project will provide internal connectivity. Responsible agency should confirm if specific information regarding the service/initiant is known Choose 1 item for a maximum of 3 points
	3	Yes, the project provides intermodal connectivity	
	0	No, the project does not provide intermodal connectivity	
5	Links high-frequency transit services		Notes
	<i>How many other high-frequency (timed transfer service or at least 30 minute service) transit routes does the route connect to?</i>		Choose 1 item for a maximum of 3 points. VRPA assumes 0 points. Responsible agency should revise if specific information regarding the project/service is known
	3	Connects with heavy rail or light rail system(s) (existing or planned High Speed Rail, Intercity Rail, Commuter Rail or light rail)	
	2	Connects with bus rapid transit only	
	1	Connects with high frequency local transit	
	0	None of the above	
6	GHG emissions		Notes
	<i>How effective is the project in reducing regional CO2 emissions?</i>		Choose 1 item for a maximum of 3 points. VRPA assumed that fixed route daily service is being provided or planned. Responsible agency should revise if specific information regarding the project/service is known
	5	Fixed route daily service is being provided or planned	
	3	Fixed route non-daily service is being provided or planned	
	2	Demand responsive service is being provided or planned	
7	Project serves a transit dependent population and/or community or Native American Reservation		Notes
	<i>Project provides access to essential services for the transit dependent population</i>		Transit Dependent is defined as: individuals, or groups of individuals that do not have a choice in their selection of transportation modes, and are primarily dependent on the availability of public transportation. VRPA assumes that the project/service will serve a transit dependent population that is not currently served at all Choose 1 item for a maximum of 3 points
	3	The project will serve a transit dependent population that is currently not served at all	
	2	The project will serve a transit dependent population that currently has some service or access within 0.25 miles	
	0	No, the project is not being developed in collaboration with another agency or group	
8	Project enhances interagency transit service coordination		Notes
	<i>Enhances regional transportation system connectivity and ability to consolidate regional trips</i>		Examples include: vanpool, rideshare programs as well as coordination between transit operators. VRPA assumes that the project is being developed in collaboration with another agency or group Choose 1 item for a maximum of 3 points
	3	Yes, the project is being developed in collaboration with another agency or group	
	0	No, the project is not being developed in collaboration with another agency or group	

Transit Projects		
9	Project reduces reliance on private automobiles	Notes
	<i>Enhances air quality and reduces peak automobile travel</i>	Activity Center defined as: Activity Center defined as: A regional medical center/hospital, or civic center, school, regional office park or complex, regional mall or retail/commercial area, regional manufacturing complex. School defined as: Public or private elementary, middle or high school, community college, or trade college. VRPA assumes that the project involves new or enhanced commuter service Choose 1 item for a maximum of 3 points
3	The project involves new or enhanced commuter service	
2	The project involves new or enhanced access to an activity center or school	
0	The project does not involve new or enhanced commuter service or access to essential services	
10	Project will enhance part of an existing transit service	Notes
	<i>Addresses continued system continuity</i>	Choose 1 item for a maximum of 3 points. VRPA assumes that the project will enhance or extend an existing regional or corridor transit service or facility and Includes carpool/vanpool connections/services
3	The project will enhance or extend an existing regional or corridor transit service or facility and Includes carpool/vanpool connections/services	
0	The project is a stand alone project not connecting or enhancing an existing facility or service	
11	Project reduces vehicle congestion	Notes
	<i>Reduces commuter or special event trips</i>	Choose up to 3 items for a maximum of 5 points. VRPA assumes that the project will not reduce traffic congestion along a deficient corridor or in a city center
3	The project involves new or enhanced express transit service along a congested (LOS D - Rural or F - Urban) corridor	
2	The project involves shuttle service for major events in congested areas such as in a City center	
0	The project will not reduce traffic congestion along a deficient corridor or in a city center	
12	Supports SCS growth principles (3 points possible)	Notes
	<i>Project furthers implementation of the SCS</i>	Choose up to 3 items for a maximum of 3 points. VRPA assumes that the project will support compact development
1	Supports compact development	
1	Provides Greenhouse Gas reduction and/or Criteria Pollutant emission reductions by replacing gas/diesel with ZEV, hybrids or CNG	
1	Provides Greenhouse Gas reduction and/or Criteria Pollutant emission reductions by eliminating SOV with larger capacity buses	
0	None of the above	
13	Estimated project timing	Notes
	<i>More imminent projects are higher priority than those that are not ready to be open to traffic</i>	Choose 1 item for a maximum of 5 points. VRPA assigned points based on opening year of the project, if known
5	Project is scheduled to be open to transit use within the next 2 years with ROW and environmental clearance complete	
4	Project is scheduled to be open to transit use within 2 to 3 years with ROW and environmental clearance underway	
3	Project is scheduled to be open to transit use within 3 to 5 years with project design, ROW and/or environmental clearance underway	
2	Project is scheduled to be open to transit use within 5 to 10 years	
1	Project is scheduled to be open to transit use within 10 to 15 years	
0	Project is scheduled to be open to transit use in more than 15 years	

Rail and Intermodal Facility Projects		
1	Throughput	Notes
	How much additional freight can be accommodated by the project?	
	5-0	Project provides capacity for additional carloads
		Project awarded 0-5 points based on a proportional scaling system considering an increase in 10% increments (e.g.: less than 10% increase is 0 points, 10%-20% increase is 2 points, and so on)
		A maximum of 5 points is possible - Unknown to VRPA
2	Relieves freight system bottlenecks/capacity constraints and reduces delay	Notes
	Does the project improve average travel time for freight?	
	3	Improves intermodal transfer time
		Choose 1 item for a maximum of 3 points - Unknown to VRPA
3	Improves freight system and/or Modal Safety	Notes
	Does the project accommodate features that enhance safety?	
	3	Project includes risk abatement features or safety enhancements such as grade
		Choose 1 item for a maximum of 3 points - Unknown to VRPA
4	Improves freight system management/efficiency	Notes
	Does the project include freight management systems, strategies, and/or technologies to improve efficiency, velocity?	
	3	Project facilitates information transmittal that improves network integration (i.e., variable message signs)
		Choose 1 item for a maximum of 3 points - Unknown to VRPA
5	Provides critical intermodal link/connectivity	Notes
	Does the project integrate the local freight system?	
	3	Project completes a regional link
	2	Project improves a regional link
		Choose 1 item for a maximum of 3 points - Unknown to VRPA
6	Cost effectiveness (project lifecycle)	Notes
	How does the project rank against others with respect to cost/project capacity?	
	5	Total capital cost/increased capacity in tons
	3	Outside funding sources are available for project implementation
		Choose 1 item for a maximum of 5 points - Unknown to VRPA
7	Minimizes community impacts	Notes
	Does project minimize/address community impacts?	
	5	Project provides a buffer between freight and residential development
		Choose 1 item for a maximum of 5 points - Unknown to VRPA
8	Is the project within a disadvantaged community	Notes
	Project is within a disadvantaged community as indicated by population burden	
	5	>0 - 20 Total Pollution Burden Score
	4	>20 - 40 Total Pollution Burden Score
	3	>40 - 60 Total Pollution Burden Score
	2	>60 - 80 Total Pollution Burden Score
	1	>80 - 100 Total Pollution Burden Score
		CalEnviroScreen3.0 Pollution Burden Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score.
		Choose 1 item for a maximum of 5 points
8	Is the project within a disadvantaged community	Notes
	Project is within a disadvantaged community as indicated by population characteristics	
	5	>0 - 20 Total Pollution Burden Score
	4	>20 - 40 Total Pollution Burden Score
	3	>40 - 60 Total Pollution Burden Score
	2	>60 - 80 Total Pollution Burden Score
	1	>80 - 100 Total Pollution Burden Score
		CalEnviroScreen3.0 Population Characteristics Score - CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Use the following link to access the tool: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 . VRPA determined the location of the project and identified the corresponding EnviroScreen score.
		Choose 1 item for a maximum of 5 points



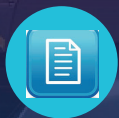
2020/21 MCTC DRAFT Project Prioritization Study

MCTC Board Meeting
Wednesday September 22, 2021

Study Scope of Services



Project Prioritization



Prepare Prioritization Methodology

Consider other RTPSA Methodologies.



Review Methodology w/SOC

Meet with the SOC to thoroughly establish Methodology and Prioritization Criteria

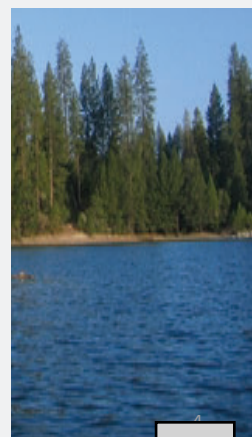
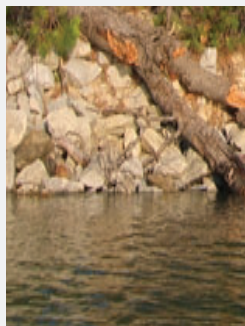
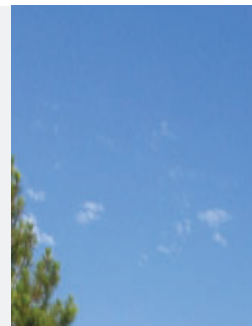
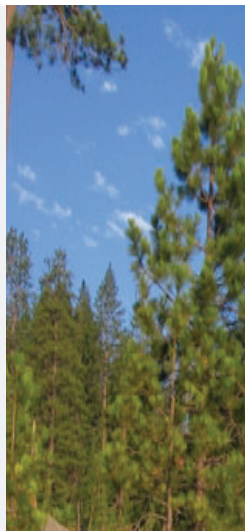


Prioritize Projects

Provide a quantitative and qualitative scoring process

Project Prioritization

- Identified federal, State, regional and local modal project goals, objectives, and policies
- Reviewed the project prioritization scoring process developed for the 2018 RTP/SCS
- Researched other project prioritization criteria and scoring programs
- Selected criteria to be applied
- Created an objective scoring process methodology that addresses established goals, objectives, and policies
- Solicited comments from State, regional and local agencies, as well as other interested stakeholders
- Reviewed the Final Draft Project Prioritization Methodology with the SOC



Project Prioritization Cont.



Prioritize projects using agreed upon methodology



List project prioritization results in the Master Project Database



Consider safety, system gaps, & public policy priority projects that may influence the resulting project priority list by mode



Local agencies & Caltrans revise the project prioritization scoring considering known conditions



Database Development

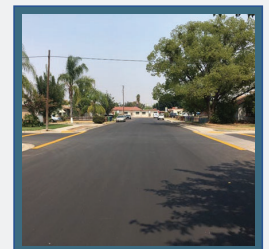
Preparing Database Reports to Assist with On-Going Planning Studies and Programs

Designed Database Consistent with Attributes Reviewed at Meeting #1 and Refined Overtime

Populated the Database Using the Updated and Revised Project Listing by Mode

Refined the Database Structure for Ease of Use

Prepared Instruction Videos to Assist with Database Usage





Maintain Database
Add/Update Projects

Project Cost Funding

02 Plan

Apply Prioritization to
Upcoming Planning Efforts



03 Update

Update Database and
Prioritization Criteria



Thank You!

VRPA TECHNOLOGIES, INC.

TRANSPORTATION TECHNOLOGY AND SUSTAINABLE SOLUTIONS

- Georgiena Vivian, President
- (559) 259-9257
- gvivian@vrpatechnologies.com



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 5-F

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Award Contract – Madera County Zero-Emission Vehicle Readiness and Implementation Plan

Enclosure: No

Action: Award contract to DKS Associates in an amount not to exceed \$186,000

SUMMARY:

A Request for Proposals was released on July 30, 2021, to seek consultant services to develop a Zero Emission Vehicle (ZEV) readiness and implementation strategy for the region. This plan will assess the existing ZEV infrastructure environment, recommend infrastructure improvements and investments, identify implementation strategies and policies to promote ZEV infrastructure adoption in the short- and long-term, identify key community challenges and barriers to advancement, and provide stakeholders with tools to procure, site and install various ZEV infrastructure. This plan will primarily address conventional ZEVs including battery electric vehicles (BEVs) and fuel cell electric vehicles (FCEVs).

Notification was placed on the MCTC website and the RFP was emailed to 12 firms including DBE firms. Proposals were due September 3, 2021. Staff received two proposals, scored the proposals according to the established criteria, and the results of the scoring are as follows:

1. DKS Associates – 88.5/100
2. AECOM Technical Services, Inc. – 85.25/100

After conducting the RFP process, scoring and evaluating the submitted proposals, MCTC staff recommends retaining the firm DKS Associates in an amount not to exceed \$186,000 to assist in the development of a Zero-Emission Vehicle (ZEV) readiness and implementation strategy for the region.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 7-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – July 21, 2021

Enclosure: Yes

Action: Approve July 21, 2021, meeting minutes

SUMMARY:

Attached are the Executive Minutes for the July 21, 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: July 21, 2021
Time: 3:01 pm
Place: MCTC Conference Room

GoToWebinar

Members Present: 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: Chairman, Jose Rodriguez, Council Member, City of Madera

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

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

- 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. MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 2 – (Type1 – Administrative Modification)

Action: Ratify

- B. Fiscal Year 2021-22 State of Good Repair (SGR) Project List

Action: Approve Resolution 21-11, adopting the FY 2021-22 SGR Project List to be submitted in the amount of \$241,378

- C. MCTC Submittal of Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program – San Joaquin Valley SR 99 Safety and Congestion Mitigation Project

Action: Information and Discussion Only

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

Action: Information and Discussion Only

- E. CalSTA Climate Action Plan for Transportation Infrastructure – Adopted

Action: Information and Discussion Only

- F. California Federal Affairs – Partnership Letter

Action: Authorize MCTC to sign on to the California Federal Affairs – Partnership Letter

- G. California Resilience Challenge – Statewide Request for Proposals for Climate Adaptation Projects

Action: Information and Discussion Only

- H. Update on Office of Management and Budget (OMB) Proposed Change to Metropolitan Statistical Area (MSA) Threshold

Action: Information and Discussion Only

- I. AB 140 (Housing); New Budget Trailer Bill Language Summary of Regional Early Action Planning Grant Program for 2021 (REAP 2)

Action: Information and Discussion Only

- J. Update Expedited Project Selection Procedures (EPSP)

Action: Approve the Update to the Expedited Project Selection Procedures (EPSP)

Transportation Consent Calendar Action on Items A-J.

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

Roll call for votes: Commissioner Robert Poythress – Yes
 Commissioner Jose Rodriguez – Absent
 Commissioner Tom Wheeler -Yes
 Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier- Yes
 Commissioner Cecelia Gallegos – Yes
 Vote passed 5-0

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

- A. Fresno-Madera State Route 41 and Avenue 9 Sustainable Corridors Study – Final

Action: Upon motion by Commissioner Brett Frazier, seconded by Commissioner Robert Poythress to accept the Fresno-Madera State Route 41 and Avenue 9 Sustainable Corridors Study. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
 Commissioner Jose Rodriguez – Absent
 Commissioner Tom Wheeler -Yes
 Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier – Yes
 Commissioner Cecelia Gallegos – Yes
 Vote passed 5-0

- B. 2021-22 Unmet Transit Needs, Social Services Transportation Advisory Council (SSTAC) Recommendation

Action: Upon motion by Commissioner Brett Frazier, seconded by Commissioner Robert Poythress to approve the Social Service Transportation Advisory Council’s 2021-22 Unmet Transit Needs findings by Resolution 21-22. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
 Commissioner Jose Rodriguez – Absent
 Commissioner Tom Wheeler -Yes
 Commissioner Waseem Ahmed – Yes

Commissioner Brett Frazier – Yes
 Commissioner Cecelia Gallegos – Yes
 Vote passed 5-0

- C. Award Contract – Public Outreach Coordination for the 2022 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS)

Action: Upon motion by Commissioner Robert Poythress, seconded by Commissioner Brett Frazier to award contract to DKS Associates in an amount not to exceed \$100,000. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
 Commissioner Jose Rodriguez – Absent
 Commissioner Tom Wheeler -Yes
 Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier – Yes
 Commissioner Cecelia Gallegos – Yes
 Vote passed 5-0

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

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

Roll call for votes: Commissioner Robert Poythress – Yes
 Commissioner Jose Rodriguez – absent
 Commissioner Tom Wheeler -Yes
 Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier – Yes
 Commissioner Cecelia Gallegos – Yes
 Vote passed 5-0

7. ADMINISTRATIVE CONSENT ITEMS

- A. Approval of Executive Minutes of the June 23, 2021 Regular Meeting.

Action: Approve Minutes of the June 23, 2021 Regular Meeting

- B. Revised FY 2021-22 Member Assessment Fees

Action: Approve revised 2021-22 Member Assessment Fee Schedule

- C. Transportation Development Act (LTF, STA) – Allocation, LTF Resolution 21-13, STA Resolution 21-14
Action: Approve Transportation Development Act (LTF, STA) Fund Allocations, LTF Resolution 21-13, and STA Resolution 21-14
- D. Social Services Transportation Advisory Council (SSTAC) Members Appointments and Vacancies
Action: Appoint Michelle Hernandez and Alycia Falley to the Social Services Transportation Advisory Council

Approval Administrative Consent Calendar Action A-D

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

Roll call for votes: Commissioner Robert Poythress – Yes
 Commissioner Jose Rodriguez – Absent
 Commissioner Tom Wheeler -Yes
 Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier – Yes
 Commissioner Cecelia Gallegos – Yes
 Vote passed 5-0

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

None

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

- A. Measure “T” Fund Compliance Audit Report for FY ending June 30, 2020: City of Madera
Action: Accept Measure “T” Compliance Audit Report for FY ending June 30, 2020
- B. Measure T FY 2021-20 Draft Annual Work Program
Action: Information and Discussion Only

Approval Consent Calendar Action A-B

Upon motion by Commissioner Robert Poythress, seconded by Commissioner Cecelia 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 – Absent
 Commissioner Tom Wheeler -Yes
 Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier – Yes

Commissioner Cecelia Gallegos – Yes
Vote passed 5-0

10. AUTHORITY – ACTION/DISCUSSION ITEMS

A. Measure T Citizens’ Oversight Committee, Member Appointment

Action: Upon motion by Commissioner Cecelia Gallegos, seconded by Commissioner Waseem Ahmed to appoint Tim Riche to the Madera T Citizen’s Oversight Committee. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
Commissioner Jose Rodriguez – Absent
Commissioner Tom Wheeler -Yes
Commissioner Waseem Ahmed – Yes
Commissioner Brett Frazier – Yes
Commissioner Cecelia Gallegos – Yes
Vote passed 5-0

OTHER ITEMS

11. MISCELLANEOUS

A. Items from Caltrans

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

B. Items from Staff

Patricia Taylor, MCTC Director provided the following comments:

- RAISE Grant has been submitted
- Update on Measure T Renewal effort
- State Budget needs to be finalized
- Informed the Board that August will be dark (no board meeting)

C. Items from Commissioners

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

12. CLOSED SESSION

13. ADJOURNMENT

Meeting adjourned at 4:20 p.m.

Next meeting scheduled for Wednesday, September 22, 2021

Respectfully Submitted,



Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 7-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Transportation Development Act (STA) – Apportionment, Resolution 21-08 Amendment No. 1

Enclosure: Yes

Action: Approve Resolution 21-08 Amendment No. 1

SUMMARY:

The State Controller’s Office has revised the estimate for STA allocations available for FY 2021-22. The revised amount allocated to Madera is \$1,388,217, an increase of \$259,635 from the original estimate. Staff will request that the local agencies amend their STA applications.

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
**APPORTIONMENT OF FY 2021-22
STATE TRANSIT ASSISTANCE FUND**

Resolution No.: **21-08**
Amendment No. 1

WHEREAS, the Mills-Alquist-Deddeh Act of 1979 established a State Transit Assistance Fund for each transportation planning agency in California; and

WHEREAS, the California State Legislature has allocated \$669,172 in 2021-22 for the State Transit Assistance Fund; and

WHEREAS, the 2021-22 revised estimate for the State Transit Assistance Fund is \$1,388,217 for Madera County; and

WHEREAS, the County of Madera, City of Madera, and City of Chowchilla expends Transportation Development Act Funds for various transportation purposes; and

WHEREAS, the County of Madera has entered into an agreement, Agreement No. 5686-C-96) - May 21, 1996, with the City of Chowchilla for annexation of State Prison Facilities to the City of Chowchilla, per A.B. No. 1997 – an act to add Section 56111.12 to the Government Code, and to amend Section 99231 of the Public Utilities Code, relating to annexation, and declaring the urgency thereof, to take effect immediately; and

WHEREAS, Agreement No. 5686-C-96 states the County of Madera and the City of Chowchilla agree that the County shall be entitled to receive from Chowchilla a sum equal to the sum of the revenues from all existing revenue sources attributable to the prison territory, including, but not necessarily limited to, Transportation Development Act Funds, FAST Act Funds, Measure “T” Sales and Use Tax Ordinance Funds, and Sales and Use Tax Revenues generated from taxable sales and uses within the prison territory; and

WHEREAS, the California Department of Finance has provided information that the January 31, 2021 population housed in the two state prison facilities is 4,657; and

WHEREAS, the populations of the County and the City of Chowchilla have been adjusted to reflect the new DOF (E-1) population report dated May 7, 2021, adjustments are as follows:

Calculation of Madera County and City of Chowchilla

Population per 05/07/21 DOF

	DOF(E-1) Population 05/07/21	DOF Prison Population	Adjusted Populations
Chowchilla	17,330	(4,657)	12,673
County	74,972	4,657	79,629

WHEREAS, the County of Madera, City of Chowchilla, and City of Madera have requests for 2021-22 allocations,

Member	DOF (E-1) Population 05/07/21	Percent		PUC 99313 Allocation	PUC 99314 Allocation	Total Allocation
Chowchilla	12,673	7.9979%		\$107,437	\$30,806	\$138,243
Madera	66,172	41.7557%		\$560,983	\$9,973	\$570,956
County	79,629	50.2474%		\$675,066	\$3,952	\$679,018
Totals	158,474	100.00%		\$1,343,486	\$44,731	\$1,388,217

BE IT FURTHER RESOLVED, that the Madera County Transportation Commission will not accept claims from these three entities for transportation planning or mass transportation purposes unless the California State Legislature allocates funds to the State Transit Assistance fund.

The foregoing resolution was adopted this 22 day of September 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 September 22, 2021

AGENDA ITEM: 7-C

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Billing Agreement for Administration of Valley-wide Lobbyist Contracts

Enclosure: Yes

Action: Approve Billing Agreement for Valley-wide Lobbyist Contracts

SUMMARY:

The Madera County Transportation Commission is part of the San Joaquin Regional Policy Council. The Policy Council has retained Gus Khouri of Khouri Consulting, LLC to assist with state lobbying efforts and Jen Covino with Simon & Company, Inc. to assist with federal lobbying efforts. The Stanislaus Council of Governments will administer these contracts on behalf of the Policy Council and act as the fiscal agent. The billing agreement included with this report is to formalize the billing arrangement of all participating agencies to pay their fair share of the costs. The Commission's share of the lobbying costs is \$12,000. These costs have already been included in the budget.

FISCAL IMPACT:

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

BILLING AGREEMENT

between the

STANISLAUS COUNCIL OF GOVERNMENTS

and

MADERA COUNTY TRANSPORTATION COMMISSION

FOR

ADMINISTRATION OF STATE AND FEDERAL LOBBYIST CONTRACTS

This Billing Agreement (“**Agreement**”) is dated July 1, 2021 (“**Effective Date**”), by and between the Stanislaus Council of Governments, a joint powers authority established under California Government Code section 6500 et seq., (hereinafter “**StanCOG**”) and the Madera County Transportation Commission (“**Agency**”) for administration and cost sharing of State and Federal lobbyist agreements benefiting the San Joaquin Valley Region. StanCOG and the Agency are individually referred to herein as “**Party**” and may be collectively referred to herein as “**Parties**”.

RECITALS

- A. WHEREAS, the Stanislaus Council of Governments (StanCOG) is a member of the San Joaquin Valley Regional Planning Agencies; and
- B. WHEREAS, the San Joaquin Valley Regional Planning Agencies is a forum of regional planning agencies and metropolitan planning organizations consisting of the Council of Fresno Governments, the Kern Council of Governments, the Kings County Association of Governments, the Madera County Transportation Commission, the Merced County Association of Governments, the San Joaquin Council of Governments, the Stanislaus Council of Governments, the Tulare County Association of Governments, the San Joaquin Valley Unified Air Pollution Control District, and the San Joaquin Joint Powers Authority hereinafter collectively referred to as “**Policy Council**,”; and
- C. WHEREAS, the San Joaquin Joint Powers Authority (“**SJJPA**”) desired to join in the Policy Council efforts to maximize funding for the San Joaquin Valley region; and
- D. WHEREAS, the Policy Council amended its Memorandum of Understanding, dated June 25, 2021, and added the SJJPA as a member of the Policy Council; and
- E. WHEREAS, all members of the Policy Council have agreed to share the cost equally of state and federal lobbyists for Fiscal Year 2021/2022; and

F. WHEREAS, StanCOG has agreed to serve as the fiscal agent for purposes of the state and federal lobbyist agreements by billing each member of the Policy Council for its respective share of the agreement costs and paying the state and federal lobbyists invoices pursuant to the terms of the agreements; and

G. WHEREAS, each member of the Policy Council desires to enter into this agreement pursuant to the terms and conditions contained herein.

NOW THEREFORE, in consideration of the mutual promises, covenants, terms and condition hereinafter contained, the Parties hereto agree as follows:

AGREEMENT

Section 1. Recitals. The recitals above are hereby incorporated in this Agreement as if fully set forth herein.

Section 2. Lobbyist Agreements. The Policy Council has entered into: (i) a Professional Services Agreement with Khouri Consulting, LLC for state lobbying services for an annual amount of \$70,000.00, billed monthly; and (ii) a Professional Services Agreement with Simon and Company, Inc., for federal lobbying services for an annual amount of \$50,000.00, billed monthly. Each agreement covers the period July 1, 2021 through June 30, 2022. The state and federal lobbyist agreements are collectively referred to herein as the “**Subject Agreements.**” Each Member of the Policy Council has agreed to share equally in the cost of the Subject Agreements.

Section 3. Agency’s Contribution. Each member of the Policy Council will share in the cost of the Subject Agreements equally; therefore, Agency shall be responsible for \$12,000.00 annually (“**Agency’s Share**”). Upon execution of this Agreement, StanCOG shall invoice Agency for its total contribution. Agency may pay the Agency’s Share in one lump sum payment or in monthly installments of \$1,000.00 each. If paying in one lump sum, payment shall be made to StanCOG within thirty (30) calendar days of receipt of the invoice. If paying in monthly installments, payment shall be made to StanCOG by the 10th day of each calendar month.

Section 4. StanCOG Payment of Subject Agreements. StanCOG shall pay the Subject Agreements monthly pursuant to the terms of the Subject Agreements. StanCOG’s obligation to make payments is subject to StanCOG’s actual receipt of the Agency’s Share and the other Policy Council member’s share of total cost of the Subject Agreements as identified in Section 3.

Section 5. Term. The Term of this Agreement shall be July 1, 2021 through June 30, 2022.

Section 6. Accounting, Audit, Retention and Inspection of Records.

6.1. StanCOG agrees Agency or its designated representative(s) shall have the right to review, obtain, copy and audit all books, records, accounts, documentation and any other materials, collectively “**Records**”, pertaining to the performance of this Agreement. StanCOG will permit access its premises, upon reasonable notice, during normal business hours, for the

purpose of inspecting and copying such Records for the purpose of determining compliance with any applicable laws, regulations and the provisions of this Agreement.

6.2. StanCOG agrees to maintain Records for a period of three (3) years after final payment under the Agreement or three (3) years from the conclusion or resolution of any and all audits or litigation relevant to this Agreement and any amendments, whichever is later.

Section 7. Disputes.

7.1. If a dispute arises between the Parties to this Agreement, the Parties hereto agree to use the following procedure to resolve such dispute, prior to pursuing other legal remedies:

7.1.1. A meeting shall be held promptly between the Parties that will be attended by the Agency's Executive Director and StanCOG's Executive Director (to the extent reasonably possible), who will attempt in good faith to negotiate a resolution of the dispute.

7.1.2. If the Parties are unsuccessful in resolving the dispute under 7.1.1, above, they may:

- (i) Agree to submit the matter to mediation, binding judicial reference, or a private adjudicator (if all Parties so agree); or
- (ii) Initiate litigation following advance written notice to the other Party of not less than thirty (30) days.

7.2. If any Party should bring a legal action against the other to enforce the terms of this Agreement, the prevailing Party shall be entitled to recover reasonable attorneys' fees and costs, as determined by a court of competent jurisdiction in said proceeding.

Section 8. Termination.

8.1. Either Party may terminate this Agreement for any reason at any time upon thirty (30) days written notice. The notice for early termination may permit the Agency or StanCOG to rectify any deficiency(ies) prior to the early termination date. Early termination does not relieve the Agency of its obligation to pay Agency's Share in full.

Section 9. Notices

9.1. Any notice(s) required pursuant to this Agreement shall be made in writing by hand-delivery, facsimile, first-class mail (registered or certified, return receipt requested), overnight courier service, or by electronic mail if the Party to be provided notice has provided its email address to the other Party. Notices of changes or amendments to this Agreement, disputes, or court action must be served pursuant to non-electronic means provided for in this section.

9.2. All notices shall be deemed given and effective on the earliest of: (a) the date of transmission if such notice or communication is delivered via facsimile or electronic mail prior to 5:00 p.m. PST on a business day; (b) the next business day if such notice or communication is delivered via facsimile or electronic mail later than 5:00 p.m. PST on a business day; (c) the third business day following the date of mailing if sent by U.S. mail, nationally recognized courier service; or (d) upon actual receipt by the party to whom such notice is personally given.

9.3. Notices may be provided at the following addresses below. Each Party reserves the right to change its address for purposes of notice by providing written notice to the other Party.

To StanCOG: Stanislaus Council of Governments
1111 I Street, Suite 308
Modesto, CA 95354
Attention: Karen Dunger
Telephone: (209) 525-4600
Facsimile: (209) 558-7833
Email: finance@stancog.org

To Agency: Madera County Transportation Commission
2001 Howard Road
Madera, CA 93637
Attention:
Telephone: (559) 675-0721
Facsimile: (559) 675-9328
Email:

Section 10. Amendments. This Agreement may be modified or amended by the mutual consent of the parties hereto if such amendment or change is in written form and executed with the same formalities as this Agreement and attached to the original Agreement to maintain continuity.

Section 11. Indemnification. Except for the active negligence or willful misconduct of StanCOG and any of its directors, officers, agents, employees, assigns, and successors in interest, the Agency undertakes and agrees to defend, indemnify, and hold harmless StanCOG and any of its directors, officers, agents, employees, assigns, and successors in interest from and against all suits and causes of action, claims, losses, demands and expenses, including, but not limited to, attorney's fees and cost of litigation, damage or liability of any nature whatsoever, for death or injury to any person, including StanCOG's employees and agents, or damage or destruction of any property of either party hereto or of third parties, arising in any manner by reason of the acts, errors or omissions or violations of law by the Agency, its employees and agents in connection with its activities under this Agreement.

Section 12. Independent Contractor, No Joint Venture. The Agency, its officers, employees, and agents shall be independent contractors in the performance of this Agreement, and not officers, employees, contractors, or agents of StanCOG.

Section 13. Assignment. Neither Party shall assign this Agreement, or any part thereof, without the written consent of each Party to this Agreement, which consent will not be unreasonably withheld. Any assignment without such written consent shall be void and unenforceable.

Section 14. Successors. This Agreement shall bind and benefit the parties hereto and their heirs, successors and permitted assigns.

Section 15. Entire Agreement. This Agreement contains the entire agreement of the parties and no representations, inducements, promises, or agreements otherwise between the parties not embodied herein or incorporated herein by reference shall be of any force or effect. Further, no term or provision hereof may be changed, waived, discharged or terminated unless the same is in writing executed by the parties. Agency and StanCOG represent that in entering this Agreement, they have not relied on any previous representations, inducements, or understandings of any kind or nature.

Section 16. Severability. If any portion of this Agreement or application thereof to any person or circumstance shall be declared invalid by a court of competent jurisdiction or if it is found in contravention of any Federal, State or local statutes, ordinance, or regulations the remaining provisions of this Agreement or application thereof shall not be invalidated thereby and shall remain in full force and effect to the extent that the provisions of this Agreement are severable.

Section 17. Governing Law. All questions pertaining to the validity and interpretation of this Agreement shall be determined in accordance with the laws of the State of California applicable to agreements made and to be performed within the State. Any dispute not resolved by informal means between the parties to this Agreement may be adjudicated in a court of law under the laws of the State of California.

Section 18. Waiver of Default. Waiver of any default by either party to this Agreement shall not be deemed a waiver of any subsequent default. Waiver or breach of any provision of this Agreement shall not be deemed to be a waiver of any other or subsequent breach and shall not be construed to be a modification of the terms of this Agreement unless modified pursuant to the terms of this Agreement.

Section 19. Counterparts and Electronic Signatures

19.1. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original and all of which taken together shall constitute one and the same instrument.

19.2. Each Party agrees that this Agreement and any other documents to be delivered in connection herewith may be electronically signed, and that any electronic signatures appearing on this Agreement or such other documents are the same as handwritten signatures for purposes of validity, enforceability and admissibility.

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto and shall become effective as of the date first written above.

**Stanislaus Council of Governments,
a joint powers agency**

**Madera County Transportation
Commission**

Rosa De Leon Park
Its Executive Director

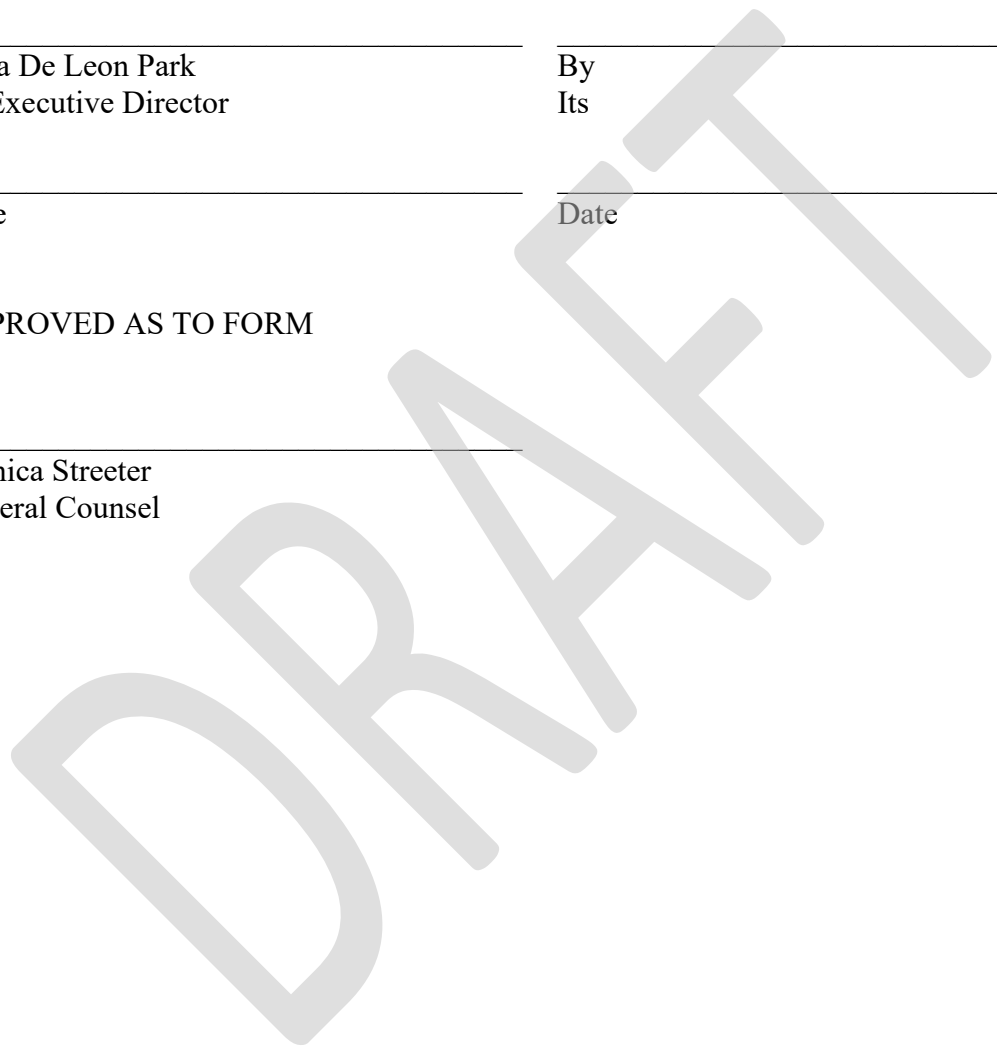
By
Its

Date

Date

APPROVED AS TO FORM

Monica Streeter
General Counsel





STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 8-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

FY 2021-22 Overall Work Program & Budget – Amendment No. 1

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 1

SUMMARY:

Included in your package is Amendment No.1 of the FY 2021-22 Overall Work Program & Budget. The revised Budget is \$2,832,513 (increase of \$473,367 from original budget). The amendment reflects changes due to lower than expected health insurance costs, actual carryover of budgeted contract expenditures from FY 2020-21, carryover of unspent grant apportionments, an adjustment for actual costs incurred versus budgeted costs, recognition of higher than anticipated grant revenue, and adjustments in the assigned work hours for each work element.

The amendment is recognized in the following accounts:

Revenues – (Increase \$473,367)

- FHWA – increase \$19,529
- FHWA PL Carryover – decrease \$76,342
- FTA 5303 Carryover – increase \$23,283
- STIP PPM – increase \$6,491
- SB-1 Sustainable Communities Grant Carryover 21-22 – increase \$823
- SB-1 Sustainable Communities Grant Carryover 20-21 – increase \$76,221
- SJV REAP Housing – increase \$133,441
- TDA Carryover – increase \$39,397
- Member Assessment Fees – increase \$61,000
- MCTA Carryover – increase \$4,167
- MCTA – increase \$185,357

Salaries & Benefits – (Decrease \$12,596)

- Worker's Compensation – decrease \$247
- Health – decrease \$12,349

Indirect Costs – (No change)

- Computer Software – increase \$2,000
- Legal Services – increase \$5,000
- MCTC Audit – decrease \$2,000
- Membership Fees – decrease \$2,000
- Miscellaneous – increase \$2,000
- Rent – decrease \$2,000
- Technology Related Equipment & Repairs – increase \$1,000
- Telephone/Internet/Website – decrease \$4,000
- Travel Expenses – decrease \$1,000
- Utilities – increase \$1,000

Other Direct Costs – (Increase \$485,963)

- Consultant (SB-1 Planning Grant) – increase \$85,326
- Consultant (Regional Housing Program) – increase \$133,391
- Consultant (Measure Renewal) – increase \$150,000
- Consultant (Lobbying & Intergovernmental) – increase \$72,000
- MCTA Project Development – increase \$40,000
- TDA Audits – decrease \$3,000
- RTP EIR – increase \$8,746
- Traffic Monitoring Program – decrease \$500

The amendment is reflected in all of the OWP Work Elements except WE 906: 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; 130 – Public Transportation; 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; 907 – Board Cost & Other Expenses; 908 – ZEV Readiness & Implementation Plan; 910 – MCTA Administration

FISCAL IMPACT:

The 2021-22 Overall Work Program and Budget will increase by 473,367.



**OVERALL WORK PROGRAM
Fiscal Year 2021-2022
Amendment No. 1**

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

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: .70

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	23,831	Direct Wages/Benefits plus Indirect:	207,768
MCTA			
FHWA-PL	183,937		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	207,768		
Total:	341,514	Total:	341,514

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: .09

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:	23,470
MCTA			
FHWA-PL	20,778		
FTA-Section 5303			
STIP – PPM	2,692		
Other			
Subtotal			
Total:	23,470	Total:	23,470

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: .03

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	287,391
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
SJV REAP HOUSING	287,391		
Other			
Subtotal	287,391	Subtotal	287,391
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	8,050
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
SJV REAP HOUSING	8,050		
Other			
Subtotal	8,050		
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: .17

110 Regional Planning Database

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	36,267	Direct Wages/Benefits plus Indirect:	49,414
MCTA			
FHWA-PL			
FTA-Section 5303			

STIP - PPM	13,147		
Other			
Subtotal	49,414		
Total:	49,414	Total:	49,414

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	26,000		
STIP - PPM	1,081		
Other			
Subtotal	27,081	Subtotal	27,081

<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	4,950
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM	4,950		
Other			
Subtotal	4,950		
Total:	32,031	Total:	32,031

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:	6,350
MCTA			
FHWA-PL	5,622		
FTA-Section 5303			
STIP - PPM	728		
Other			
Subtotal	6,350		
Total:	13,850	Total:	13,850

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:	74,912
MCTA			
FHWA-PL	66,320		
FTA-Section 5303			
STIP - PPM	8,592		
Other			
Subtotal	74,912		
Total:	129,412	Total:	129,412

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.28

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	10,746	Direct Wages/Benefits plus Indirect:	93,686
MCTA			
FHWA-PL	82,940		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	93,686		
Total:	101,686	Total:	101,686

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.

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			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	5,604	Direct Wages/Benefits plus Indirect:	48,856
MCTA			
FHWA-PL	43,252		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	48,856		
Total:	48,856	Total:	48,856

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: .16

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:	39,698
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM	39,698		
Other			
Subtotal	39,698		
Total:	39,698	Total:	39,698

WORK ELEMENT: 130 PUBLIC TRANSPORTATION

Objective

To maintain a continuing public transportation planning process pursuant to requirements of the Alquist-Ingalls Act (AB-402, 1977); the Social Service Improvement Act (AB-120, 1979); the Mello Act (SB-157, 1985); the Social Service Transportation Act (SB-498, 1987), and the Specialized Transportation Services: unmet transit needs Act (SB-826, 1988 and SB 807, 1989).

Discussion

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

MCTC staff has implemented the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) pertaining to coordination and the need for developing a locally developed coordinated public-transit human services transportation plan. MCTC last adopted a coordinated plan on July 22, 2015. The coordinated plan has been updated in FY 2019-020 pursuant to MAP-21 and the FAST Act, as necessary to assist the local agencies in applying for funds from Sections 5310 and 5311.

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

Per a 2021 grant request statement; in 2019, the Innovative Clean Transit (ICT) regulation, which is implemented by CARB, states that starting in 2029, public agencies will be limited to the purchase of ZEV buses only, with a goal of complete transition to zero emissions buses by 2040. Further, CARB requires transit agencies to submit a ZEV Bus Rollout Plan by July 1, 2023. MCTC will communicate with local agencies and transit providers regarding the ICT in conjunction with ZEV planning activities in fiscal year 2021/22.

The 2004 Bicycle and Pedestrian Facilities Plan was replaced by the 2018 Madera County Regional Active Transportation Plan (ATP) which includes an audit of the bicycle and pedestrian networks, safety assessments, recommendations, and public outreach. The ATP lays the groundwork for an ongoing active transportation program and will strengthen the multimodal network.

MCTC staff maintains the Short-Range Transit Development Plan (SRTDP), a five-year plan completed in 2017-18 and valid through 2021-22. MCTC will begin working on updating the SRTDP for the subsequent five years.

MCTC staff will continue to work closely with the Transit Advisory Board (TAB) and monitor transit issues in the City of Madera.

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

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

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

Partnered with UC Davis, Valley MPOs, and Michael Sigala of Sigala Inc., MCTC staff was involved in a study regarding alternatives for meeting transit needs in rural San Joaquin Valley. The project goal is to develop a pilot program in all eight counties in the Valley for new, technology-driven mobility service that meet transit needs of rural and disadvantaged residents, is cost-effective and financially sustainable, and helps achieve VMT and GHG targets. The final report was released in September 2017.

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

MCTC staff has begun updating the Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). As part of the Coordinated Plan development process, MCTC has formed a committee to review and update coordinated strategies. The committee consists of the Social Service Transportation Advisory Council (SSTAC), human service agencies, local transit providers, and community members.

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

Task 1 Transit Service Inventory

1.1 Continue to maintain and update information for the transit services inventory

Responsible Party: MCTC Staff

Task 2 Monitor Information for RTP Update

2.1 Monitor information for update of the RTP

Responsible Party: MCTC Staff

Task 3 Transit Operator Agreements

3.1 Review transit operator agreements and update as necessary

Responsible Party: MCTC Staff

Task 4 Consultation, Coordination, and Collaboration for Environmental Justice

4.1 Consultation, coordination and collaboration with tribal governments and farmworker transportation groups as needed to ensure that environmental justice requirements are being addressed/complied with.

Responsible Party: MCTC Staff

Task 5 Consultation, Coordination, and Collaboration for Outreach

5.1 Continue to coordinate and collaborate with Environmental Justice communities and Disadvantage Communities to ensure outreach is being properly conducted.

Responsible Party: MCTC Staff

Task 6 Transit Advisory Board Participation

6.1 Participation on Transit Advisory Board and monitor related transit agencies.

Responsible Party: MCTC Staff

Task 7 Transit Asset Management (TAM) Plan Coordination

7.1 Transit Asset Management (TAM) Plan coordination with transit agencies.

Responsible Party: MCTC Staff

Task 8 Public Transportation Safety Plan Target Coordination

8.1 Public Transportation Safety Plan Target coordination with transit agencies.

Responsible Party: MCTC Staff

Task 9 Short Range Transit Development Plan

9.1 Review Short Range Transit Development Plan and update accordingly.

Responsible Party: MCTC Staff

[Previous Work](#)

1. Transit Development Plans.
2. 2018 Regional Transportation Plan – Public Transportation Element.
3. Social Services Transportation Inventory and Action Plan.
4. City of Madera Fixed Route Feasibility Study.
5. Short Range Transit Development Plan – 2017/18 – 2021/22.
6. Conduct scientific public survey of Eastern Madera County Residents regarding potential transit system between Fresno and Yosemite National Park – 2013.
7. UC Davis Alternatives for Meeting Transit Needs in Rural San Joaquin Valley Study.
8. Coordinated with member agencies regarding Transit Asset Management (TAM) Plans.
9. Public Transportation Safety Plan Targets coordination.

10. Updated Transit MOUs – March 2020

Product

1. Transit services database for Madera County to include GIS maps of service areas.
2. Document tribal government-to-government relations.
3. Review transit operator agreements and update if needed.
4. Coordinate with member agencies regarding Transit Asset Management (TAM) Plans.
5. Review and update various transit plans.
6. Coordinate with member agencies to set PTASP targets for the region.
7. Coordinated Public Transit-Human Services Transportation Plan – 2021.
8. Short-Range Transit Development Plan – 2021/22 -- 2025/26

Tasks

Task	Task Description	Start Date	End Date	% of Work
130.1	Transit Service Inventory		Monthly	5%
130.2	Monitor Information for RTP Update		Monthly	25%
130.3	Transit Operator Agreements		Quarterly	5%
130.4	Consultation, Coordination, and Collaboration for Environmental Justice		Quarterly	15%
130.5	Consultation, Coordination, and Collaboration for Outreach	Jul 2021	Jun 2022	5%
130.6	Transit Advisory Board Participation		Quarterly	10%
130.7	Transit Asset Management (TAM) Plan Coordination	Jul 2021	June 2022	5%
130.8	Public Transportation Safety Plan Target Coordination	Jul 2021	Jun 2022	5%
130.9	Short Range Transit Development Plan	Jul 2021	Jun 2022	25%
				100%

FTE: .42

130 Public Transportation

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	11,952	Direct Wages/Benefits plus Indirect:	104,203
MCTA			
FHWA-PL			
FTA-Section 5303	92,251		
STIP - PPM			
Other			
Subtotal	104,203		
Total:	104,203	Total:	104,203

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: .46

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	14,735	Direct Wages/Benefits plus Indirect:	128,468
MCTA			
FHWA-PL	113,733		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	128,468		
Total:	128,468	Total:	128,468

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.12

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	3,348	Direct Wages/Benefits plus Indirect:	29,192
MCTA			
FHWA-PL	25,844		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	29,192		
Total:	56,192	Total:	56,192

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	909	Direct Wages/Benefits plus Indirect:	7,928
MCTA			
FHWA-PL	7,019		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	7,928		
Total:	107,928	Total:	107,928

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: .25

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	71,642	Direct Wages/Benefits plus Indirect:	71,642
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	71,642		
Total:	71,642	Total:	71,642

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: .48

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:	154,965
MCTA			
FHWA-PL	137,191		
FTA-Section 5303			
HR 133 PPM	17,774		
STIP – PPM			
Other			
Subtotal	154,965		
Total:	154,965	Total:	154,965

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: .46

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	76,056	Direct Wages/Benefits plus Indirect:	76,056
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	76,056		
Total:	108,056	Total:	108,056

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	32,906	Direct Wages/Benefits plus Indirect:	32,906
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	32,906		
Total:	32,906	Total:	32,906

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: .01

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	9,669	Consultant	84,296
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 20-21	74,627		
Subtotal	84,296	Subtotal	84,296
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	206	Direct Wages/Benefits:	1,800
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 20-21	1,594		
Subtotal	1,800		
Total:	86,096	Total:	86,096

WORK ELEMENT: 907 BOARD COSTS & OTHER EXPENSES

Objective

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

Discussion

To allow for Board and staff representation at State and Valley wide conferences and events. To provide Policy Board members a stipend and travel for attendance of Policy Board meetings.

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

Staff provides legislative tracking and reporting.

Task 1 Valley Voice Program

1.1 Annual advocacy trips to Sacramento and Washington D.C.

Responsible Party: MCTC Staff

Task 2 Legislative Tracking

2.1 Legislative tracking and reporting

Responsible Party: MCTC Staff

Task 3 Stipend and Travel

3.2 Stipend and travel to meetings and advocacy trips

Responsible Party: MCTC Staff

Task 4 CALCOG Conference and Meetings

4.1 State and Valley wide transportation conferences and events

Responsible Party: MCTC Staff

Task 5 CALCOG Annual Fees

Responsible Party: MCTC Staff

Previous Work

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

Product

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

Tasks

Task	Task Description	Start Date	End Date	% of Work
907.1	Valley Voice Program	Sep 2021	Mar 2022	35%
907.2	Legislative tracking	Jul 2021	Jun 2022	5%
907.3	Stipend and travel	Jul 2021	Jun 2022	30%
907.4	CALCOG Conference and meetings	Apr 1, 2022	Apr 30, 2022	10%
907.5	CALCOG Annual Fees		Jun 2022	20%
				100%

FTE: .05

907 Board Costs and Other Expenses

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	16,850	Board Costs & Other Expenses	31,000
MCTA		Lobbyist	72,000
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	86,150		
Subtotal	103,000	Subtotal	103,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	5,850
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	5,850		
Subtotal	5,850		
Total:	108,850	Total:	108,850

WORK ELEMENT: 908 ZERO-EMISSION VEHICLE READINESS AND IMPLEMENTATION PLAN

Objective

Develop a Zero-Emission Vehicle (ZEV) readiness and implementation strategy for the region. This plan will assess the existing ZEV infrastructure environment, recommend infrastructure improvements and investments, identify implantation strategies and policies to promote ZEV infrastructure adoption in the short and long-term and provide stakeholders with tools to procure, site and install ZEV infrastructure.

Discussion

Governor Newsom's Zero-Emission by 2035 Executive Order (N-79-20) calls for elimination of new internal combustion passenger vehicles by 2035: 100% zero-emission vehicle sales for new passenger cars and trucks by 2035. The same target holds for medium and heavy-duty vehicles by 2045.

The transportation sector, including all passenger cars and light trucks, heavy-duty trucks, off-road vehicles, and the fuels needed to power them, is responsible for more than half of California's greenhouse gas emissions. It is also responsible for many smog-causing pollutants and is a significant source of toxic air contaminants that directly impact community health. These emissions pose a direct threat to the environment, the economy and public health.

By setting the target in 2035, the Executive Order provides time to plan for and support the increasing consumer demand for these vehicles. MCTC staff will retain a consultant to assist in the development of a ZEV Readiness and Implementation Plan (Plan) to better accommodate existing ZEV users and improve access and effectiveness for increasing future ZEV usage in Madera County.

The work for this element will build towards a comprehensive planning document broken down into several key tasks. The anticipated activity related to these tasks is outlined below.

Task 1 Project Initiation

- 1.1 Release Request for Proposals
- 1.2 Retain Consultant
- 1.3 Finalize Plan Scoping

Responsible Party: MCTC Staff

Task 2 Project Management

- 2.1 MCTC to hold bi-weekly meetings with plan development team
- 2.2 MCTC to provide Caltrans with quarterly reports

2.3 MCTC to provide Caltrans with monthly or quarterly invoices

Responsible Party: MCTC Staff

Task 3 Stakeholder Working Group

A stakeholder working group will be formed to provide input into the development of the Plan. Invitations for participation in this group will go to local agency staffs, energy utilities providers, tribal governments, the air quality management district, transportation providers, Caltrans and other potential stakeholders. The representatives will have an opportunity to engage in the Plan development as a group and individually as necessary. The group will gather collaboratively periodically through the Plan development.

3.1 Form Stakeholder Working Group

3.2 Meet periodically with working group

3.3 Meet with individual working group members as needed

Responsible Party: MCTC Staff, Consultant

Task 4 Assess Existing Conditions

This task will assess the current state of ZEV infrastructure and adoption within Madera County, as well as current funding opportunities and incentives. The Task will identify what existing barriers to ZEV adoption are present.

4.1 Region characteristics

4.2 Existing ZEV deployment

4.3 Existing ZEV infrastructure

4.4 Identification of barriers

Deliverable: Existing Conditions Report

Responsible Party: MCTC Staff, Consultant

Task 5 Identify Future Needs

This task will project future conditions and steps necessary to effectively accommodate them. These conditions will include the projected future fleet makeup, ZEV deployment and infrastructure shortfalls to be addressed as a result. Siting for ZEV infrastructure will be analyzed based on travel behavior.

5.1 Fleet projection

5.2 Infrastructure demand

5.3 Gap analysis

5.4 Siting analysis

5.5 Recommendations

Deliverable: Future Needs Report

Responsible Party: MCTC Staff, Consultant

Task 6 Implementation Plan

This task will identify needed actions to accommodate projected future ZEV usage in Madera County. These actions will quantify the additional infrastructure needed to support the projected

increase in the ZEV fleet. Through this task, recommendations for potential solutions to existing barriers to ZEV adoption will be outlined.

- 6.1 Implementation goals
- 6.2 Implementation strategies
- 6.3 Funding opportunities
- 6.4 Incentivization

Deliverable: Implementation Plan Report

Responsible Party: MCTC Staff, Consultant

Task 6 ZEV Infrastructure Planning Resources Report/Tools

The goals for this task are to provide guidance for ZEV infrastructure. Resources developed in this task will help jurisdictions address future infrastructure needs on a planning, design and implementation level through consideration of permitting practices and building code standards and identifying installation and maintenance costs. A methodology will be created to identify suitable siting for ZEV infrastructure will be created including a listing of most suitable sites in Madera County Communities. Finally, a site suitability checklist will be created for various place types existing in Madera County (dwellings, public institutions, workplaces, destinations).

- 7.1 Guidance and costs framework
- 7.2 Siting Methodology
 - a. Suitable sites list
- 7.3 Suitability checklist
 - a. Dwellings
 - b. Public institutions
 - c. Workplaces
 - d. Destinations

Deliverable: ZEV Infrastructure Planning Resources Report and Related Tools

Responsible Party: Consultant

Task 8 Plan Finalization

This task will identify needed actions to accommodate projected future ZEV usage in Madera County. These actions will quantify the addition infrastructure needed to support the projected increase in the ZEV fleet. Through this task, recommendations for potential solutions to existing barriers to ZEV adoption will be outlined.

- 8.1 Compile deliverable reports and products from prior tasks into a comprehensive Draft Plan
- 8.2 Presentations and review of Draft Plan
- 8.3 Comment response and Plan finalization
- 8.4 MCTC Board adoption of Final Plan

Deliverable: Final ZEV Readiness and Implementation Plan

Responsible Party: MCTC Staff, Consultant

Previous Work

1. SR 233 Sustainable Corridor Study.
2. Madera County Project Prioritization Study.
3. Fresno-Madera SR41/Ave 9 Sustainable Corridor Study.

Product

1. Existing Conditions Report.
2. Future Needs Report.
3. Implementation Report.
4. ZEV Readiness and Implementation Plan.

Tasks

Task	Task Description	Start Date	End Date	% of Work
908.1	Project Initiation	Jul 2021	Jul 2021	5%
908.2	Project Management	Jul 2021	Jun 2021	5%
908.3	Stakeholder Working Group	Jul 2021	Mar 2022	10%
908.4	Existing Conditions Report	Jul 2021	Aug 2021	10%
908.5	Future Needs Report	Aug 2021	Oct 2021	20%
908.6	Implementation Report	Oct 2021	Mar 2022	25%
908.7	ZEV Infrastructure Planning Resources Report and Related Tools	Dec 2021	Mar 2022	15%
908.8	Finalization of ZEV Readiness and Implementation Plan	Apr 2022	Jun 2022	10%
				100%

FTE: .04

908 Zero-Emission Vehicle Readiness and Implementation Plan

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	20,189	Consultant	176,014
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB-1 Sustainable Communities Grant FY 21-22	155,825		
Subtotal	176,014	Subtotal	176,014
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	1,193	Direct Wages/Benefits:	10,400
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB-1 Sustainable Communities Grant FY 21-22	9,207		
Subtotal	10,400		
Total:	186,414	Total:	186,414

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: .33

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:	63,542
MCTA	63,542		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	63,542		
Total:	595,042	Total:	595,042

ACRONYMS

AB	Assembly Bill
ADA	Americans with Disabilities Act
AWP	Annual Work Program
CALTRANS	California Department of Transportation
CAG	County Association of Governments
CATX	Chowchilla Area Transit Express
CIP	Capital Improvement Plan
CMAQ	Congestion Mitigation Air Quality
COG	Council of Governments
CTC	California Transportation Commission
DBE	Disadvantaged Business Enterprise
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FAST ACT	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTE	Full Time Equivalent
FTIP/TIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas
GIS	Geographic Information System
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IIP	Interregional Improvement Plan
IPG	Intermodal Planning Group
LTF	Local Transportation Fund
MAP 21	Moving Ahead for Progress in the 21st Century
MAX	Madera Area Express
MCC	Madera County Connection
MCTA	Madera County Transportation Authority
MCTC	Madera County Transportation Commission
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization

OWP	Overall Work Program
PAC	Policy Advisory Committee
PM-2.5	Particulate Matter (2.5 micros or less)
PM-10	Particulate Matter (10 microns or less)
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB	Senate Bill
SIP	State Implementation Plan
SJVAPCD	San Joaquin Valley Air Pollution Control District
SHOPP	State Highway Operation and Protection Program
SRTDP	Short Range Transit Development Plan
SSTAC	Social Service Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
TAB	Transit Advisory Board
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zones
TCM	Traffic Control Measures
TDA	Transportation Development Act
TDP	Transit Development Plan
VMT	Vehicle Miles Traveled
YARTS	Yosemite Area Regional Transportation System
YATI	Yosemite Area Transportation Information



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 8-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Network Security Update

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

Staff will provide a verbal report on the status of MCTC's Network Security.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 9-A

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Measure T Citizens' Oversight Committee Annual Report

Enclosure: Yes

Action: Accept the Measure T Citizens' Oversight Committee Annual Report

SUMMARY:

The Measure T Citizens' Oversight Committee virtually met on September 8, 2021, to review the independent financial and performance audits. The Committee has reviewed the audited Measure T Financial Statements and reports of the independent auditor from July 2019 to June 2020 and concurs that Measure T expenditures are in accordance with the Measure T Program. A copy of their Annual Report is included in the agenda packet.

FISCAL IMPACT:

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

To the Residents of Madera County

The Measure T Citizens' Oversight Committee is pleased to announce the findings of the fiscal year 2020 Measure T compliance audits. In the thirteenth year of the Measure T program, construction work began on the State Route 99 Ave 12 to Ave 17 widening and safety project as well as the Oakhurst Midtown Connector project. The local agencies spent over \$3.1 million on road rehabilitation and maintenance projects. The City of Madera also spent funds to help complete their new Transit Facility.

The Measure T financial statements for the fiscal year 2020 were audited by an independent firm with no significant deficiencies identified. The audited financial statements can be viewed at the [Madera County Transportation Authority website](#).

The Committee has reviewed the audited Measure T Financial Statements and reports of the independent auditor from July 2019 to June 2020 and concurs that Measure T expenditures are in accordance with the Measure T program.

Measure T continues to serve as a crucial source of local infrastructure investment including leveraging state and federal funds for the Madera County region. The Committee looks forward to continuing working with the community to ensure the ongoing success of the Measure T Program.

Measure T Oversight Committee

District 3 Tim Riché

District 5 John Reed

Member At Large Courtney Brown

Member At Large Terry Flanagan



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 9-B

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Self-Help Counties Coalition – 2021 Focus on the Future Conference

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The Self-Help Counties Coalition leadership will once again be hosting the 32nd Annual Focus on the Future Conference [Back to Our Future - Reimagining Transportation in the Post-COVID World](#) in a virtual conference setting Monday, November 15 and Tuesday, November 16.

The conference provides a forum for Self-Help Counties and other transportation agencies, elected officials, and the private sector to share experiences, highlight upcoming projects, and interact in a virtual environment.

If you are interested in attending, please contact [Sheila Kingsley](#) or [Sandy Ebersole](#).

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 9-C
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

MCTC and MCTA Measure T Renewal Streeting Committee Appointments

Enclosure: No

Action: Reaffirm Action Item #5-C, taken while sitting as the Transportation Policy Committee, appointing Supervisor Poythress and Supervisor Frazier as co-chairs of the Measure T Renewal Steering Committee, and identify two alternates

SUMMARY:

The Measure T Renewal effort is underway. MCTC staff and its team members, VRPA Technologies and TBWBH (Props & Measures), have been conducting stakeholder interviews. The stakeholder interviews have been completed and the first Measure T Renewal Steering Committee (SC) meeting is scheduled for Thursday, September 23, 2021.

The Measure T Renewal Steering Committee (SC) has been formed to assist the Madera County Transportation Commission/Authority (MCTC/MCTA) with development of the 2022 Measure T ½ Percent Sales Tax for Transportation Renewal Plan. The Measure will be placed on the November 2022 General Election ballot for approval by voters. The SC is comprised of community leaders of various public and private backgrounds and elected officials. The Committee is responsible for review of related information and to make recommendations to the MCTC/MCTA Boards regarding Renewal Programs/Subprograms and the Final Measure T Renewal Investment Plan.

The SC will meet monthly over the next 10 months. Given the short timeframe and the work that will need to be completed to meet specific deadlines, the team is recommending alternates to represent each SC member. MCTC/MCTA staff is recommending policy board approval to appoint Supervisor Poythress and Supervisor Frazier as co-chairs and identify two alternates.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 10-A
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Baseline Voter Opinion Survey – Summary Report

Enclosure: Yes

Action: Accept the Baseline Voter Opinion Survey – Summary Report

SUMMARY:

Included in you package is a copy of the Summary Report of the Baseline Voter Opinion Survey, conducted by True North Research.

The primary purpose of the study was to produce an unbiased, statistically reliable evaluation of voters' interest in renewing the existing Measure T half-cent transportation sales tax. Additionally, data included in the report will provide guidance on how to structure the renewal measure, so it is consistent with voters' priorities and expressed needs. As noted in the report, the study was designed to do the following:

- Gauge current, baseline support for renewing the existing half-cent transportation sales tax (Measure T) for transportation projects and improvements;
- Identify the types of projects and improvements that voters are most interest in funding should the measure be renewed;
- Expose voters to arguments in favor of, and against, the proposed tax measure to assess how information affects support for the measure; and
- Estimate support for the measure once voters are presented with the types of information they would likely be exposed to during an election cycle.

Timothy McLarney, Ph.D., President, True North Research, Inc. will present the findings of the study. The conclusions can be found on pages 6-8 of the report. The conclusions address the following questions:

1. Is it feasible to renew the Measure T transportation sales tax measure?
2. What projects do voters identify as priorities for a future measure?
3. Does the duration of the measure strongly shape voter support?
4. How might a public information campaign affect support for the proposed measure?

5. How might changes to the economic or political climate alter support for the measure?

The overall findings indicate there is sufficient support for the renewal measure to move forward, which includes the formation of a Measure T Renewal Plan Steering Committee (SC) The SC will be tasked with developing an investment plan to be placed on the November 2022 ballot.

FISCAL IMPACT:

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

BASELINE VOTER OPINION SURVEY
SUMMARY REPORT

PREPARED FOR THE
MADERA COUNTY TRANSPORTATION
AUTHORITY (MCTA)



SEPTEMBER 9, 2021

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INTRODUCTION

Prior to 1990, Madera County was largely dependent on state and federal funding to implement transportation improvements in the region, and these funding sources were not keeping pace with the increased demand and inflationary trends in construction, operation, and maintenance costs. In 1990, Madera County voters approved Measure A, a half-cent sales tax increase dedicated to addressing some of the region's most pressing transportation needs. In addition to the estimated \$250 million raised locally by Measure A over its initial authorization and when renewed by voters as Measure T in 2006, the measures have enabled Madera County to leverage hundreds of millions of dollars in additional state and federal matching funds for transportation projects that otherwise would have been directed to other counties. Put simply, Measures A and T have enabled the Madera County Transportation Authority (MCTA), Madera County Transportation Commission (MCTC), the County of Madera, and local jurisdictions to deliver a variety of transportation improvements that would not have otherwise been possible—including improvements to regional highways, interchanges and bridges, highway and road safety projects, local street maintenance and infrastructure repairs, and expanded transit services. Unless renewed by voters, Measure T will expire in 2027.

MOTIVATION FOR RESEARCH The primary purpose of this study was to produce an unbiased, *statistically reliable* evaluation of voters' interest in renewing the existing Measure T half-cent transportation sales tax. Additionally, should MCTA decide to move forward with placing a renewal measure on the ballot, the data provide guidance on how to structure the measure so it is consistent with voters' priorities and expressed needs. Specifically, the study was designed to:

- Gauge current, *baseline* support for renewing the existing half-cent transportation sales tax (Measure T) for transportation projects and improvements;
- Identify the types of projects and improvements that voters are most interested in funding, should the measure be renewed;
- Expose voters to arguments in favor of, and against, the proposed tax measure to assess how information affects support for the measure; and
- Estimate support for the measure once voters are presented with the types of information they would likely be exposed to during an election cycle.

It is important to note at the outset that voters' opinions about tax measures are often somewhat fluid, especially when the amount of information they initially have about a measure is limited. How voters think and feel about a measure today may not be the same way they think and feel once they have had a chance to hear more information about the measure during the election cycle. Accordingly, to accurately assess the feasibility of renewing the existing half-cent transportation sales tax, it was important that in addition to measuring *current* opinions about the measure (Question 5), the survey expose respondents to the types of information voters are likely to encounter during an election cycle, including arguments in favor of (Question 9) and opposed to (Question 11) the measure, and gauge how this type of information ultimately impacts their voting decision (Questions 10 & 12).

OVERVIEW OF METHODOLOGY For a full discussion of the research methods and techniques used in this study, turn to *Methodology* on page 33. In brief, the survey was administered to a random sample of 563 voters in Madera County who are likely to participate in the November 2022 election either on the natural or as a result of get-out-the-vote efforts. The survey followed a mixed-method design that employed multiple recruiting methods (email, text, and phone) and multiple data collection methods (phone and online). Administered in English and Spanish between July 30 and August 16, 2021, the average interview was 18 minutes.

ORGANIZATION OF REPORT This report is designed to meet the needs of readers who prefer a summary of the findings as well as those who are interested in the details of the results. For those who seek an overview of the findings, the sections titled *Just the Facts* and *Conclusions* are for you. They provide a summary of the most important factual findings of the survey in bullet-point format and a discussion of their implications. For the interested reader, this section is followed by a more detailed question-by-question discussion of the results from the survey by topic area (see *Table of Contents*), as well as a description of the methodology employed for collecting and analyzing the data. And, for the truly ambitious reader, the questionnaire used for the interviews is contained at the back of this report (see *Questionnaire & Toplines* on page 35) and a complete set of crosstabulations for the survey results is contained in Appendix A.

ACKNOWLEDGMENTS True North thanks MCTA for the opportunity to assist in this important effort. The collective expertise, local knowledge, and insight provided by MCTA staff and representatives improved the overall quality of the research presented here. A special thanks also to Charles Heath and Alex Wara-Macapinlac (TBWBH Props & Measures) for assisting in the design of the survey.

DISCLAIMER The statements and conclusions in this report are those of the authors (Dr. Timothy McLarney and Richard Sarles) at True North Research, Inc. and not necessarily those of MCTA. Any errors or omissions are the responsibility of the authors.

ABOUT TRUE NORTH True North is a full-service survey research firm that is dedicated to providing public agencies with a clear understanding of the values, perceptions, priorities, and concerns of their residents and voters. Through designing and implementing scientific surveys, focus groups, and one-on-one interviews as well as expert interpretation of the findings, True North helps its clients to move with confidence when making strategic decisions in a variety of areas—such as planning, policy evaluation, performance management, establishing fiscal priorities, passing revenue measures, and developing effective public information campaigns.

During their careers, Dr. McLarney and Mr. Sarles have designed and conducted over 1,000 survey research studies for public agencies, including more than 400 revenue measure feasibility studies. Of the measures that have gone to ballot based on Dr. McLarney’s recommendation, 95% have been successful. In total, the research that Dr. McLarney has conducted has led to over \$33 billion in successful local revenue measures.

JUST THE FACTS

The following section is an outline of the main factual findings from the survey. For the reader's convenience, we have organized the findings according to the section titles used in the body of this report. Thus, if you would like to learn more about a particular finding, simply turn to the appropriate report section.

QUALITY OF LIFE & LOCAL ISSUES

- Just over half of voters shared favorable opinions of the quality of life in Madera County, with 8% reporting it is excellent and 49% stating it is good. Approximately 35% of voters surveyed said the quality of life in the County is fair, whereas about 8% used poor or very poor to describe the quality of life in Madera County.
- When asked to indicate one thing that local governments could *change* to make Madera County a better place to live, now and in the future, improving, repairing and/or widening roads including those in rural mountain areas was the most frequently cited improvement (30%), followed by providing more high-end/more diverse restaurants and shops (9%), addressing water issues (8%), improving public safety/more police (6%), and addressing homelessness (6%).
- When asked to rate the importance of eight issues, improving the maintenance of local streets and roads received the highest percentage of respondents indicating that the issue was either extremely or very important (88%), followed by maintaining local infrastructure (83%), improving the local economy (82%), and improving public safety (82%).
- Given the purpose of this study, it is instructive to note that preventing local tax increases (68%) was rated much lower in importance than the issues of improving the maintenance of local streets and roads (88%) and maintaining local infrastructure (83%), but slightly higher than reducing traffic congestion (60%).

INITIAL BALLOT TEST

- With only the information provided in the ballot language, 76% of likely November 2022 voters surveyed indicated that they would support continuing the half-cent sales tax for transportation projects and services, whereas 17% stated that they would oppose the measure and 7% were unsure or unwilling to share their vote choice.
- Among the minority of voters who initially opposed the measure (or were unsure), the most frequently mentioned specific reasons for their position were concerns that money has been/will be mismanaged or misspent, the perception that taxes are already too high, and a desire for additional information about the measure.

PROJECTS & SERVICES

Presented with a list of 20 projects and services that could be funded by the measure, voters expressed the most interest in using the money to:

- Fix potholes.
- Complete a variety of projects in your area, including reducing traffic congestion, maintenance and safety improvements along Avenues 7, 9 and 12 and State Route 41, and improvements to bike paths and local transit services [presented to Supervisorial District 1 voters].

- Pave and maintain local streets and roads.
- Improve traffic flow and safety on highways including the 99, 41, and 152.
- Complete a variety of projects in your area, including reducing traffic congestion, maintenance and safety improvements along State Routes 41 and 49 and other local roads, improving emergency access, and improving local transit services and bike paths [presented to Supervisorial District 5 voters].

POSITIVE ARGUMENTS

When presented with arguments in favor of the measure, voters found the following arguments to be the most persuasive overall:

- *Madera County's population has nearly doubled during the past 30 years, and experts forecast that it will continue to grow at a fast rate. We need to continue improving our local highways, interchanges, and major streets to keep up with this growth, avoid traffic gridlock, and protect our quality of life.*
- *This measure is essential for our public safety. By keeping our roads and highways in good condition and reducing traffic congestion, it allows police, firefighters, and ambulances to respond quickly to emergencies. In emergencies like the Creek Fire, we can't afford to have first responders stuck in traffic or slowed-down by failing infrastructure.*
- *If voters approve this measure, we will qualify for about 600 million dollars in State and Federal matching funds to make priority repairs and transportation improvements in Madera County. Without a local measure, we will not get our fair share of State and Federal funding.*
- *This measure will provide the local matching money that is required for Madera County to receive about 600 million dollars in State and Federal transportation funds. Without this measure, we will not get our fair share of transportation funds.*
- *By law, all of the money raised by this measure must stay in Madera County to maintain and improve our transportation system. It can't be taken away by the State or used for other purposes.*

INTERIM BALLOT TEST

- After presenting respondents with the wording of the proposed measure, projects and services that could be funded, as well as exposing them to positive arguments they may encounter about the measure, overall support among likely November 2022 voters increased to 79%, with 45% of voters indicating that they would *definitely* vote yes on the measure. Approximately 15% of respondents opposed the measure at this point in the survey, and an additional 7% were unsure or unwilling to state their vote choice.

NEGATIVE ARGUMENTS

Of the arguments in opposition to the measure, voters found the following to be the most persuasive:

- *California just raised the gas tax. It will generate an extra 5 billion dollars each year for transportation projects. We don't need to have a local tax too.*
- *There are no promises for how the money will be spent. Some communities will get more than their fair share, while others will get less.*

- *We shouldn't reward government for being wasteful by voting to increase our taxes. They already have all of the money they need-they just need to be more efficient in how they spend it.*

FINAL BALLOT TEST

- After providing respondents with the wording of the proposed sales tax measure, projects and services that could be funded, and arguments in favor of and against the proposal, support for the measure was found among 72% of likely November 2022 voters surveyed, with 41% indicating they would *definitely* support the measure. Approximately 18% of respondents opposed the measure at the Final Ballot Test, and 10% were unsure or unwilling to state their vote choice.



CONCLUSIONS

The bulk of this report is devoted to conveying the details of the study findings. In this section, however, we attempt to ‘see the forest through the trees’ and note how the collective results of the survey answer the key questions that motivated the research. The following conclusions are based on True North’s and TBWBH Props & Measures’ interpretations of the survey results and the firms’ collective experience conducting revenue measure studies for public agencies throughout the State.

Is it feasible to renew the Measure T transportation sales tax measure in 2022?

Yes. Madera County voters consider improving the maintenance of local streets and roads and maintaining local infrastructure to be the *most* important issues facing the County—more important than improving the local economy, addressing homelessness, preventing local tax increases, and other benchmark issues. These sentiments translate into solid *natural* support (76%) for renewing the existing Measure T half-cent sales tax to keep local streets, highways, and infrastructure in good repair, fix potholes, reduce traffic congestion, improve highway safety and 911 vehicle access, and provide safe routes to schools.

The results of this study suggest that, if structured appropriately and combined with an effective public outreach/education effort *and* a solid independent campaign, the proposed sales tax renewal measure has a very good chance of passage if placed on the November 2022 ballot.

Having stated that a sales tax renewal measure is feasible, it is important to note that the measure’s prospects will be shaped by external factors and that a recommendation to place the measure on the November 2022 ballot comes with several qualifications and conditions. Indeed, although the results are promising, all revenue measures must overcome challenges prior to being successful. The proposed measure is no exception. The following paragraphs discuss some of the challenges and the next steps that True North and TBWBH Props & Measures recommend.

What projects do voters identify as priorities for a future measure?

One of the goals of this study was to identify voters’ preferences with respect to how the proceeds of a successful renewal measure should be spent. This information can be used to ensure that the measure’s expenditure plan is consistent with voters’ priorities.

Madera County voters clearly see a need for the projects, services and improvements that could be funded by the proposed measure. Indeed, of the 20 specific projects tested in the survey, 18 were favored by at least two-thirds of voters surveyed. That said, voters throughout the County expressed the *greatest* interest in using sales tax proceeds to fix potholes, pave and maintain local streets and roads, improve traffic flow and safety on highways including the 99, 41, and 152, add passing lanes and improve highway interchanges to improve safety and reduce head-on collisions, and retrofit or replace older bridges and overpasses that

have structural problems. Collections of *local* projects also appealed to voters in select areas of the County, such as reducing traffic congestion, maintenance and safety improvements along Avenues 7, 9 and 12 and State Route 41, and improvements to bike paths and local transit services (Supervisory District 1), and reducing traffic congestion, maintenance and safety improvements along State Routes 41 and 49 and other local roads, improving emergency access, and improving local transit services and bike paths (Supervisory District 5).

Does the duration of the measure strongly shape voter support?

To assess how support for the measure may vary based on the *duration* of the measure, the survey employed a split-sample approach to test two options: *until ended by voters* and *for 20 years*. The overall sample of voters was split into two representative subsamples, with half receiving one version and half receiving the alternative. Consistent with the findings of other similar studies, this survey found that voters tend not to assign much weight to the duration of a measure in their decision calculus. At the Initial Ballot Test, overall support for the renewal measure was the same for a measure that would last 20 years (76%) as it was for a measure that would last until ended by voters (76%). Although a small gap emerged in support for the respective measures by the end of the survey, it was not statistically significant, nor likely the product of the difference in duration.¹

How might a public information campaign affect support for the proposed measure?

As noted in the body of this report, individuals’ opinions about revenue measures are often not rigid, especially when the amount of information presented to the public on a measure has been limited. Thus, in addition to measuring current support for the measure, one of the goals of this study was to explore how the introduction of additional information about the measure may affect voters’ opinions about the proposal.

It is clear from the survey results that voters’ opinions about the proposed revenue measure are somewhat sensitive to the nature, and amount, of information they have about the measure. Information about the specific transportation projects and services that could be funded by the measure, as well as arguments in favor of the measure, were found by many voters to be compelling reasons to support the proposed sales tax—effectively increasing support for the measure to 79% at the Interim Ballot Test. However, voters were also sensitive to opposition arguments designed to reduce support for the measure. Accordingly, one of the keys to building and *sustaining* support for the proposed measure will be the presence of an effective, well-organized public outreach effort

1. With two independently selected random samples, a difference of 4% in support for the proposed measure at the end of the survey is not large enough to achieve statistical significance. It could also have been caused by differences in how respondents’ reacted to projects and arguments (pro/con) conveyed during the survey, rather than by the difference in duration.

and a separate, independent campaign that focuses on the need for the measure as well as the many benefits that it will bring.

How might changes to the economic or political climate alter support for the measure?

A survey is a snapshot in time—which means the results of this study and the conclusions noted above must be viewed in light of the *current* economic and political climates. On the one hand, this should provide some reassurances to MCTA that a renewal of Measure T is feasible. Even with the present high levels of uncertainty and concern regarding the pandemic and the trajectory of the economy, voters were supportive of the proposed renewal measure.

On the other hand, the months leading up to the November 2022 election are likely to be punctuated with dramatic events on the public health, economic, and political fronts. Exactly how these events unfold and may shape voters' opinions remains to be seen. Should the economy and/or political climate improve, support for the measure could increase. Conversely, negative economic and/or political developments (including devolving into a hyper-partisan environment), could dampen support for the measure below what was recorded in this study.

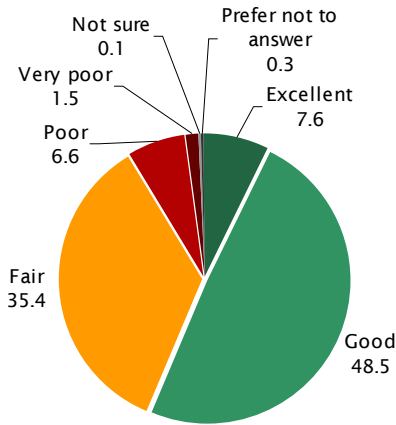
QUALITY OF LIFE & LOCAL ISSUES

The opening section of the survey was designed to gauge voters' opinions regarding the quality of life in Madera County, explore what local leaders could do to improve the quality of life in the region, and rank the importance of local issues.

QUALITY OF LIFE At the outset of the interview, voters were asked to rate the quality of life in the Madera County using a five-point scale of excellent, good, fair, poor, or very poor. As shown in Figure 1 below, just over half of voters shared favorable opinions of the quality of life in Madera County, with 8% reporting it is excellent and 49% stating it is good. Approximately 35% of voters surveyed said the quality of life in the County is fair, whereas about 8% used poor or very poor to describe the quality of life in Madera County.

Question 2 How would you rate the overall quality of life in Madera County? Would you say it is excellent, good, fair, poor or very poor?

FIGURE 1 QUALITY OF LIFE



Figures 2 and 3 show how ratings of the quality of life in Madera County varied according to length of residence, whether respondents commute outside of the County for their job, presence of a child in the home, partisan affiliation, age, Supervisorial District, and gender. When compared with their respective counterparts, those who had lived in the County less than five years, Republicans and Other/DTS partisans, voters 50 years of age or older, residents of Supervisorial District 1, and males were the most apt to describe the quality of life in Madera County as excellent or good.

FIGURE 2 QUALITY OF LIFE BY YEARS IN MADERA COUNTY, COMMUTE OUTSIDE MADERA COUNTY, CHILD IN HSLD & PARTY

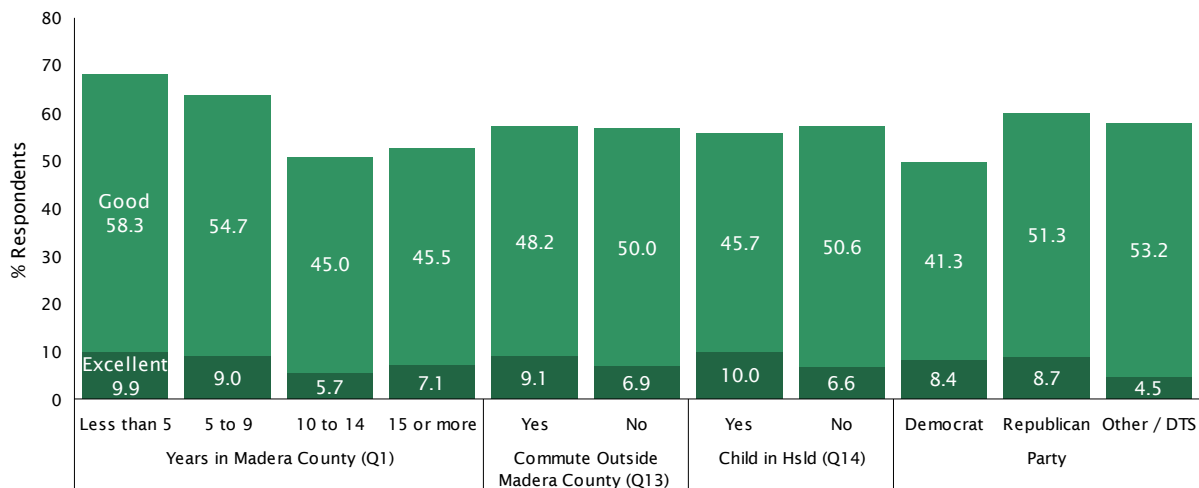
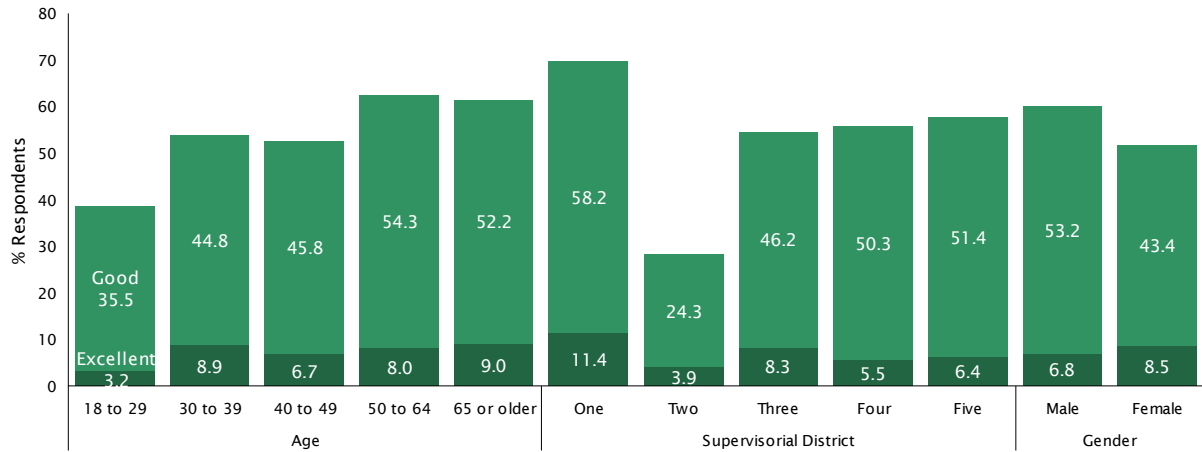


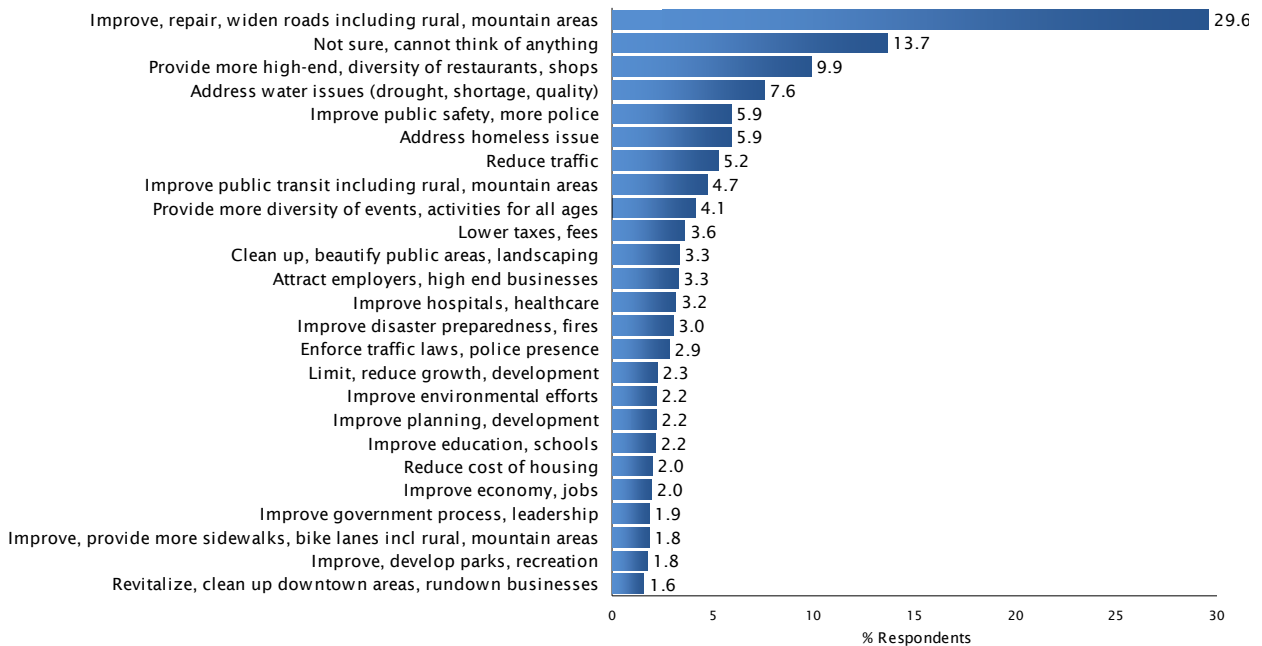
FIGURE 3 QUALITY OF LIFE BY AGE, SUPERVISORIAL DISTRICT & GENDER



CHANGES TO IMPROVE MADERA COUNTY The next question in this series asked voters to indicate the one thing that local governments could *change* to make Madera County a better place to live, now and in the future. Question 3 was posed in an open-ended manner, allowing residents to mention any change that came to mind without being prompted by or restricted to a particular list of options. True North later reviewed the verbatim responses and grouped them into the categories shown in Figure 4.

Question 3 *If local governments could change one thing to make Madera County a better place to live now and in the future, what change would you like to see?*

FIGURE 4 CHANGES TO IMPROVE MADERA COUNTY



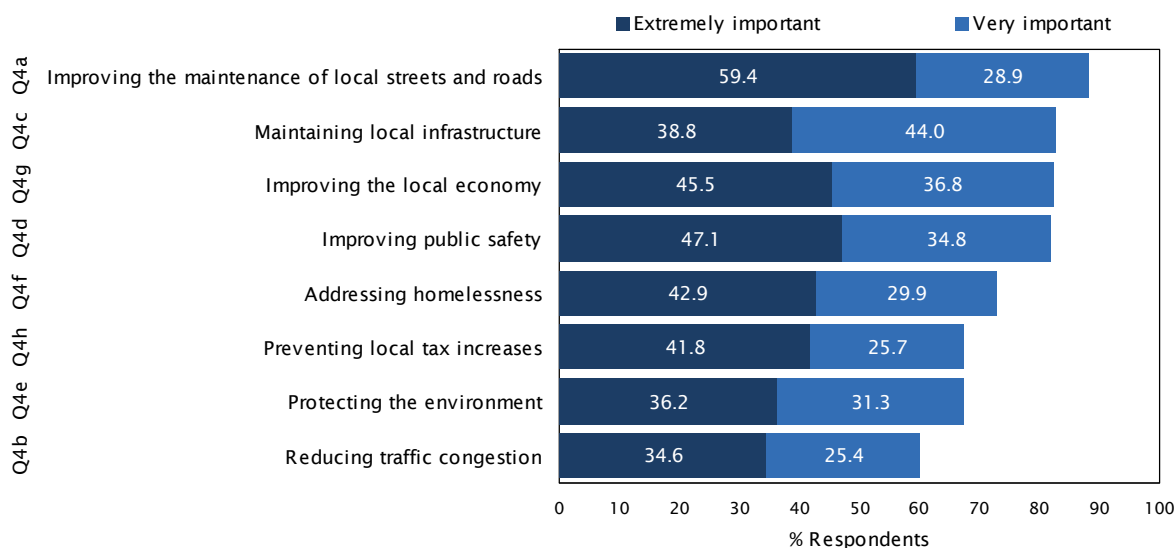
Improving, repairing and/or widening roads including those in rural mountain areas was the most frequently cited improvement (30%) in response to Question 3, followed by providing more high-end/more diverse restaurants and shops (9%), addressing water issues (8%), improving public safety/more police (6%), and addressing homelessness (6%). Summing across all issues, it is striking that 41% of respondents mentioned a transportation-related issue as being the one thing they would change to improve the quality of life in Madera County.

IMPORTANCE OF ISSUES The survey next presented respondents with several issues facing residents in the County and asked them to rate the importance of each issue. Because the same response scale was used for each issue, the results provide insight into how important each issue is on a scale of importance *as well as* how each issue ranks in importance relative to the other issues tested. To avoid a systematic position bias, the order in which the issues were presented was randomized for each respondent.

Figure 5 presents the issues tested, as well as the importance assigned to each by survey participants, sorted by order of importance.² Overall, improving the maintenance of local streets and roads received the highest percentage of respondents indicating that the issue was either extremely or very important (88%), followed by maintaining local infrastructure (83%), improving the local economy (82%), and improving public safety (82%). Given the purpose of this study, it is instructive to note that preventing local tax increases (68%) was rated much lower in importance than the issues of improving the maintenance of local streets and roads (88%) and maintaining local infrastructure (83%), but slightly higher than reducing traffic congestion (60%).

Question 4 *Next, I'm going to read a list of issues facing Madera County and for each one, please tell me how important you feel the issue is to you, using a scale of extremely important, very important, somewhat important or not at all important.*

FIGURE 5 IMPORTANCE OF ISSUES



2. Issues were sorted by the percentage of respondents who indicated that the issue was either *extremely* important or *very* important.

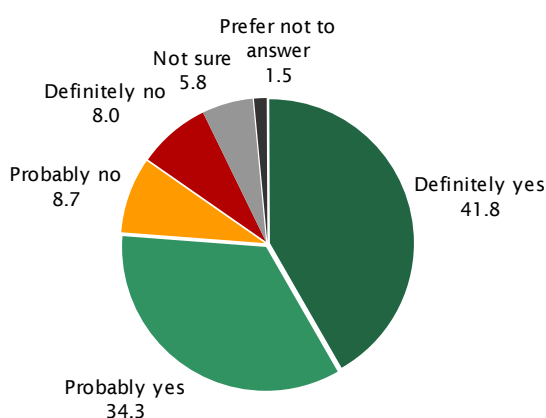
INITIAL BALLOT TEST

The primary research objective of this survey was to estimate voters' support for a measure that would continue Madera County's voter-approved half-cent sales tax to keep local streets, highways, and infrastructure in good repair, fix potholes, reduce traffic congestion, improve highway safety and 911 vehicle access, and provide safe routes to schools. To this end, Question 5 was designed to take an early assessment of voters' support for the proposed measure.

The motivation for placing Question 5 near the front of the survey is twofold. First, voter support for a measure can often depend on the amount of information they have about a measure. At this point in the survey, the respondent has not been provided information about the proposed measure beyond what is presented in the ballot language. This situation is analogous to a voter casting a ballot with limited knowledge about the measure, such as what might occur in the absence of an effective education campaign. Question 5, also known as the Initial Ballot Test, is thus a good measure of voter support for the proposed measure *as it is today*, on the natural. Because the Initial Ballot Test provides a gauge of 'natural' support for the measure, it also serves a second purpose in that it provides a useful baseline from which to judge the impact of various information items conveyed later in the survey on voter support for the measure.

Question 5 *Next year, voters in Madera County may be asked to vote on a local ballot measure. Let me read you a summary of the measure. In order to keep local streets, highways, and infrastructure in good repair; fix potholes; reduce traffic congestion; improve highway safety and 911 vehicle access; provide safe routes to schools, and qualify for 600 million dollars in State and Federal matching funds. Shall an ordinance be adopted to continue Madera County's voter-approved half cent sales tax without increasing the tax rate, providing approximately 20 million dollars annually <until ended by voters | for 20 years>, with citizen oversight, independent audits, and all money staying local? If the election were held today, would you vote yes or no on this measure?*

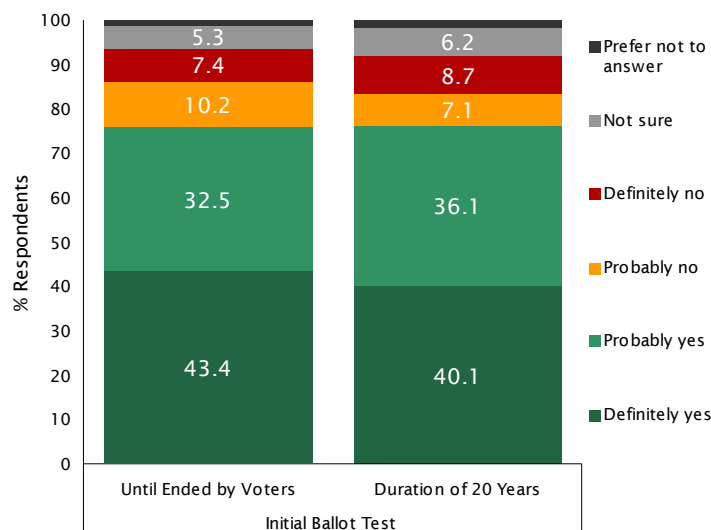
FIGURE 6 INITIAL BALLOT TEST



As shown in Figure 6, 76% of likely November 2022 voters surveyed indicated that they would support continuing the half-cent sales tax for transportation, whereas 17% stated that they would oppose the measure and 7% were unsure or unwilling to share their vote choice. The support level recorded at the Initial Ballot Test to renew the sales tax measure was approximately 10 percentage points above the two-thirds super-majority required for passage of a special tax under California law.

DURATION To assess how support for the measure may vary based on the *duration* of the measure, the survey used a split-sample approach to test two options: *until ended by voters* and *for 20 years*. The overall sample of voters was split into two representative subsamples, with half receiving one version and the other half receiving the alternative. Figure 7 displays support for the renewal measure by these two different durations, and shows that overall support did not vary based on the length of the measure as both versions found 76% support among likely November 2022 voters.

FIGURE 7 INITIAL BALLOT TEST BY DURATION



INITIAL SUPPORT BY SUBGROUPS For the interested reader, Table 1 on the next page shows how support for the measure at the Initial Ballot Test varied by key voter subgroups. The blue column (Approximate % of Voter Universe) indicates the percentage of the likely November 2022 electorate that each subgroup category comprises, whereas the green column (% Probably or Definitely Yes) conveys the level of support for the measure. The most striking pattern in the tables is that support for the measure was widespread at the Initial Ballot Test, exceeding two-thirds in nearly all identified subgroups.

TABLE 1 DEMOGRAPHIC BREAKDOWN OF SUPPORT AT INITIAL BALLOT TEST

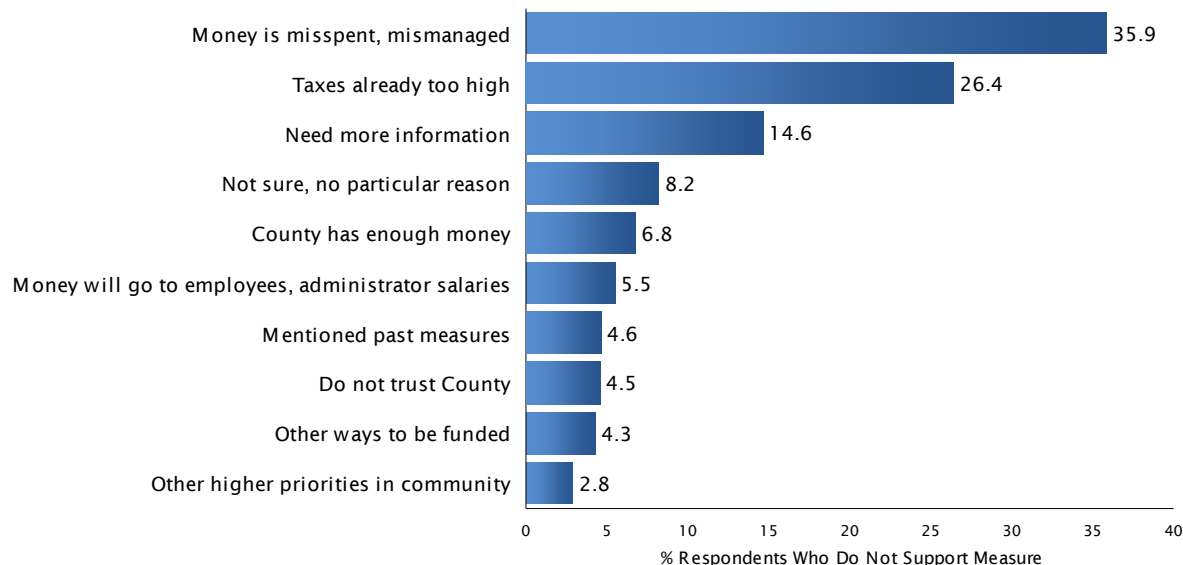
		Approximate % of Voter Universe	% Probably or Definitely Yes	% Not sure
Overall		100.0	76.0	5.8
Years in Madera County (Q1)	Less than 5	18.2	85.0	4.5
	5 to 9	11.4	79.6	2.1
	10 to 14	10.9	65.8	11.2
	15 or more	59.6	75.5	5.5
Commute Outside Madera County (Q13)	Yes	36.0	76.1	9.4
	No	64.1	77.6	3.6
Child in Hsld (Q14)	Yes	31.4	70.8	7.1
	No	68.6	80.2	5.0
Household Party Type	Single dem	16.0	77.1	7.7
	Dual dem	10.4	95.4	1.0
	Single rep	15.5	68.6	5.1
	Dual rep	20.5	66.4	8.2
	Other	14.0	81.6	4.9
	Mixed	23.7	76.7	5.4
Age	18 to 29	13.5	75.4	8.2
	30 to 39	14.4	72.3	6.6
	40 to 49	14.4	68.7	2.3
	50 to 64	26.0	79.6	7.8
	65 or older	31.6	78.4	4.3
Registration Year	Since Nov '18	11.4	73.9	8.4
	Jun '12 to <Nov '18	22.4	71.1	6.0
	Jun '06 to <Jun '12	9.9	77.6	5.6
	Before Jun '06	56.3	78.2	5.2
Party	Democrat	32.4	84.5	6.4
	Republican	44.0	69.3	6.3
	Other / DTS	23.6	77.0	3.9
Voting Propensity	Highest	54.0	76.4	4.3
	Medium	36.0	76.9	6.3
	Low/New reg	10.0	70.9	11.9
Homeowner on Voter File	Yes	67.0	75.2	5.5
	No	33.0	77.7	6.3
Gender	Male	51.9	76.2	3.1
	Female	48.1	75.9	8.7
Likely to Vote by Mail	Yes	79.5	76.4	6.3
	No	20.5	74.7	3.8
Likely Nov 2022 Voter	Yes, natural	90.0	76.6	5.1
	Yes, GOTV	10.0	70.9	11.9
Survey Language	English	92.7	75.9	5.7
	Spanish	7.3	77.7	7.2
Ballot Test Version	Until ended by voters	50.0	75.9	5.3
	Duration of 20 years	50.0	76.2	6.2
Supervisorial District	One	24.4	80.0	4.3
	Two	12.8	74.4	10.6
	Three	19.2	74.8	5.5
	Four	6.6	78.3	4.1
	Five	37.0	74.2	5.5

REASONS FOR NOT SUPPORTING MEASURE Respondents who did not support the measure at Question 5 (or were unsure) were asked if there was a particular reason for their position. Question 6 was asked in an open-ended manner, allowing respondents to mention any reason that came to mind without being prompted by or restricted to a particular list of options. True North later reviewed the verbatim responses and grouped them into the categories shown in Figure 8.

Among specific reasons offered for not supporting the measure, concerns that money has been/will be mismanaged or misspent were the most common (36%), followed by the perception that taxes are already too high (26%). An additional 15% indicated that they need more information before they may support the measure.

Question 6 *Is there a particular reason why you do not support or are unsure about the measure I just described?*

FIGURE 8 REASONS FOR NOT SUPPORTING MEASURE



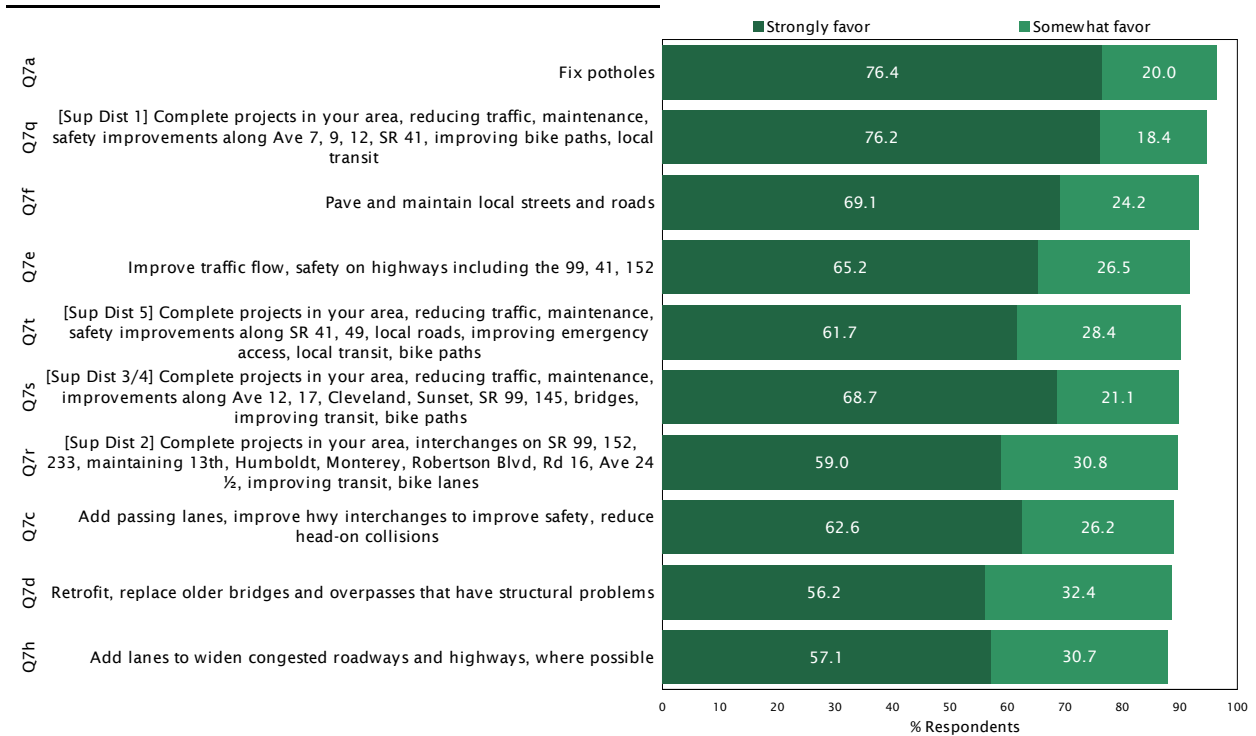
PROJECTS & SERVICES

The ballot language presented in Question 5 indicated that the proposed sales tax measure would be used to keep local streets, highways, and infrastructure in good repair, fix potholes, reduce traffic congestion, improve highway safety and 911 vehicle access, and provide safe routes to schools. The purpose of Question 7 was to provide respondents with a full range of projects and services that may be funded by the measure, and to identify which of these projects voters most favored funding with sales tax proceeds.

After reading each project that may be funded by the measure, respondents were asked if they would favor or oppose spending some of the money on that particular project assuming that the measure passes. Figures 9 and 10 present descriptions of the 20 projects tested³, sorted into two tiers according to the percentage of respondents that indicated they would strongly or somewhat favor spending money on each. As noted in the descriptions, some projects were presented only to a subset of voters in Supervisorial Districts where specific proposed infrastructure and service improvements may occur.

Question 7 *The measure we've been discussing will provide funding for a variety of transportation projects and improvements. If the measure passes, would you favor or oppose using some of the money to: _____, or do you not have an opinion?*

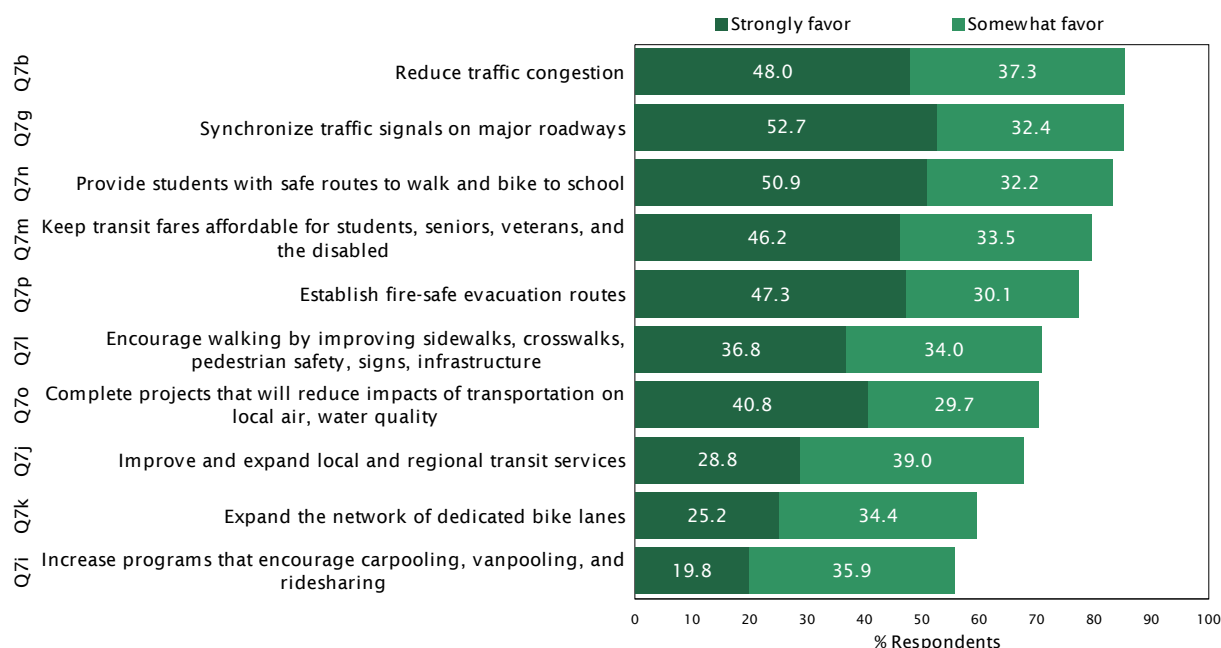
FIGURE 9 PROJECTS & SERVICES TIER 1



3. For the full text of the projects tested, turn to Question 7 in *Questionnaire & Toplines* on page 35.

As shown in the two figures, 18 of 20 projects tested were favored by more than two-thirds of voters surveyed. With that said, voters prioritized using funding from the measure to: fix potholes (96% strongly or somewhat favor), complete a variety of projects in your area [Supervisory District 1], including reducing traffic congestion, maintenance and safety improvements along Avenues 7, 9 and 12 and State Route 41, and improvements to bike paths and local transit services (95%), pave and maintain local streets and roads (93%), improve traffic flow and safety on highways including the 99, 41, and 152 (92%), and complete a variety of projects in your area [Supervisory District 5], including reducing traffic congestion, maintenance and safety improvements along State Routes 41 and 49 and other local roads, improving emergency access, and improving local transit services and bike paths (90%). At the other end of the spectrum, a smaller portion of voters favored spending money to increase programs that encourage carpooling, vanpooling, and ridesharing (56%) and expand the network of dedicated bike lanes (60%).

FIGURE 10 PROJECTS & SERVICES TIER 2



PROJECTS RATINGS BY INITIAL SUPPORT Table 2 on the next page presents the top five projects (showing the percentage of respondents who *strongly* favor each) by position at the Initial Ballot Test. Not surprisingly, individuals who initially opposed the measure were generally less likely to favor spending money on a given service when compared with supporters. Nevertheless, initial supporters, opponents, and the undecided did agree on two of the top five priorities for funding.

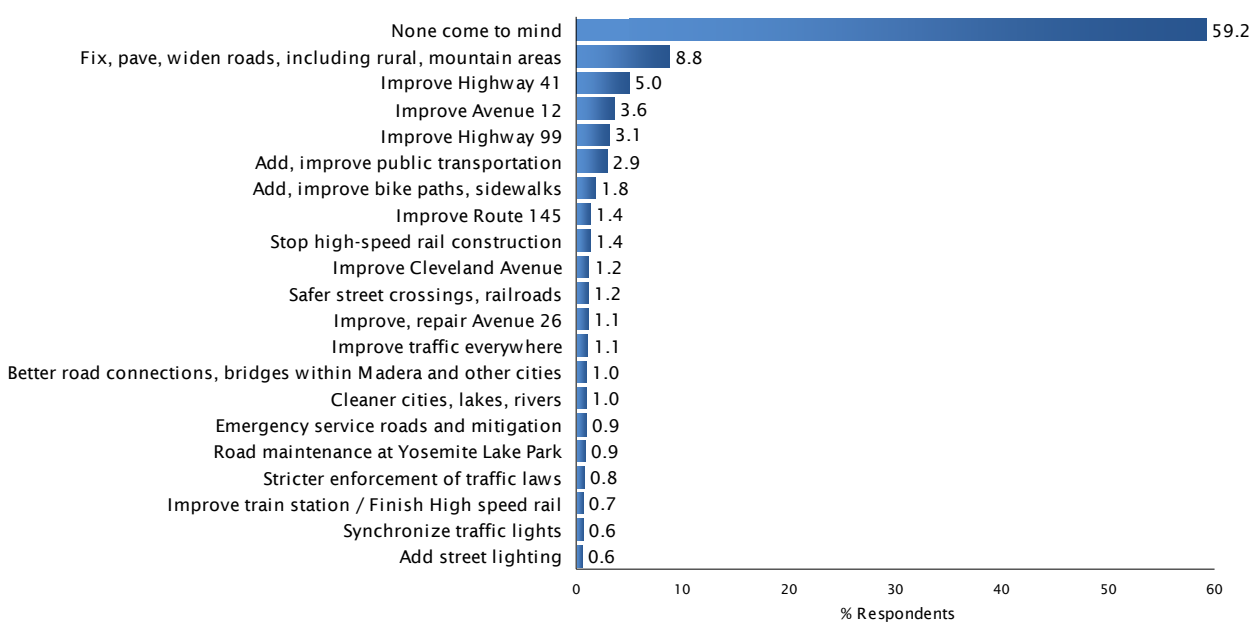
TABLE 2 TOP PROJECTS & SERVICES BY POSITION AT INITIAL BALLOT TEST

Position at Initial Ballot Test (Q5)	Item	Project or Services Summary	% Strongly Favor
Probably or Definitely Yes (n = 428)	Q7o	Complete projects that will reduce negative impacts of transportation on local air quality, water quality	79
	Q7a	Fix potholes	78
	Q7k	Expand the network of dedicated bike lanes	74
	Q7s	[Sup Dist 3/4] Complete projects in your area, reducing traffic, maintenance, improvements along Ave 12, 17, Cleveland, Sunset, SR 99, 145, bridges, improving transit, bike paths	72
	Q7t	[Sup Dist 5] Complete projects in your area, reducing traffic, maintenance, safety improvements along SR 41, 49, local roads, improving emergency access, local transit, bike paths	71
Probably or Definitely No (n = 94)	Q7q	Complete a variety of projects in area, incl reducing traffic congestion, maintenance, safety improv along Ave 7, 9,12, State Route 41, improvements to bike paths, local transit services	69
	Q7a	Fix potholes	68
	Q7f	Pave and maintain local streets and roads	54
	Q7t	[Sup Dist 5] Complete projects in your area, reducing traffic, maintenance, safety improvements along SR 41, 49, local roads, improving emergency access, local transit, bike paths	53
	Q7s	[Sup Dist 3/4] Complete projects in your area, reducing traffic, maintenance, improvements along Ave 12, 17, Cleveland, Sunset, SR 99, 145, bridges, improving transit, bike paths	51
Not Sure (n = 32)	Q7a	Fix potholes	82
	Q7f	Pave and maintain local streets and roads	73
	Q7s	[Sup Dist 3/4] Complete projects in your area, reducing traffic, maintenance, improvements along Ave 12, 17, Cleveland, Sunset, SR 99, 145, bridges, improving transit, bike paths	69
	Q7c	Add passing lanes, improve highway interchanges to improve safety, reduce head-on collisions	63
	Q7r	[Sup Dist 2] Complete projects in your area, interchanges on SR 99, 152, 233, maintaining 13th, Humboldt, Monterey, Robertson Blvd, Rd 16, Ave 24 ½, improving transit, bike lanes	61

ADDITIONAL HIGH PRIORITY PROJECTS All respondents were also asked if there were any transportation projects or improvements not mentioned that they think should be a high priority for funding. Question 8 was asked in an open-ended manner, allowing respondents to mention any project that came to mind. True North later reviewed the verbatim responses and grouped them into the categories shown in Figure 11. Approximately six-in-ten (59% of) voters said there were no additional high priorities or that none come to mind. Among specific projects mentioned, requests for fixing, paving, and widening roads, particularly those in rural and mountain areas of the County were the most common (9%), followed by references to projects that had been presented in the prior question series (see *Question 7* on page 16), such as improving Highway 41 (5%), Avenue 12 (4%), and Highway 99 (3%), improving public transportation (3%) and improving bike paths, trails, and sidewalks (2%).

Question 8 *Is there a transportation project or improvement that I haven't mentioned that you think should be a high priority for funding?*

FIGURE 11 OTHER HIGH PRIORITY TRANSPORTATION PROJECTS & IMPROVEMENTS



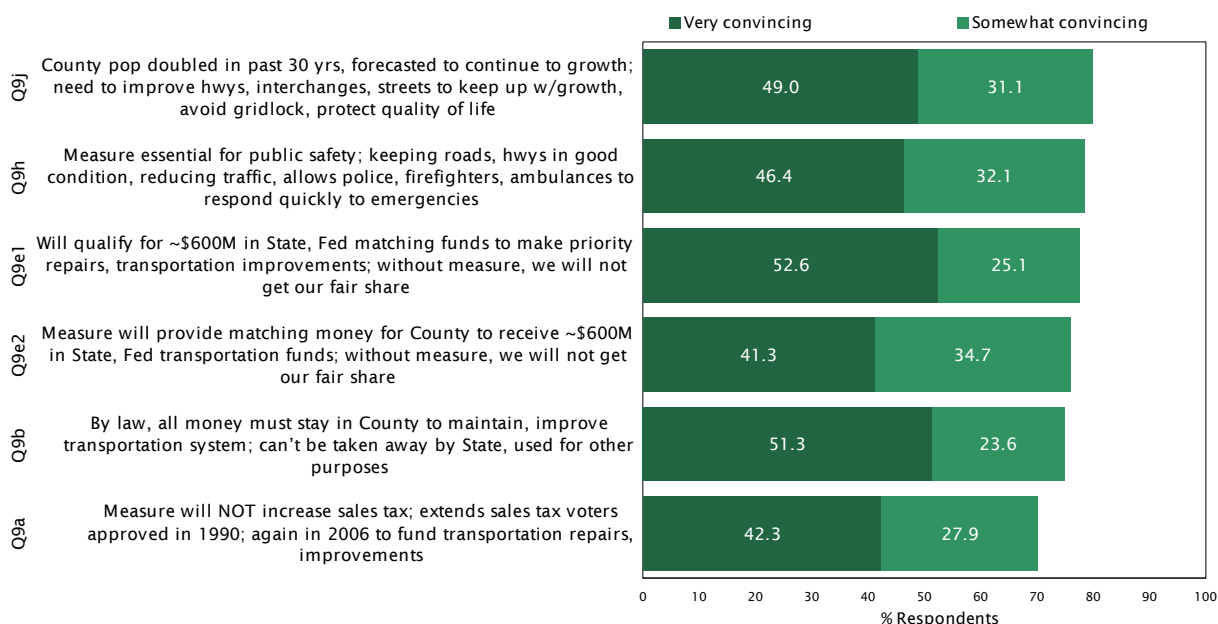
POSITIVE ARGUMENTS

If MCTA chooses to place the sales tax renewal measure on an upcoming ballot, voters will be exposed to various arguments about the measure in the ensuing months. Proponents of the measure will present arguments to try to persuade voters to support the measure, just as opponents may present arguments to achieve the opposite goal. For this study to be a reliable gauge of voter support for the proposed measure, it is important that the survey simulate the type of discussion and debate that will occur prior to the vote taking place and identify how this information ultimately shapes voters' opinions about the measure.

The objective of Question 9 was thus to present respondents with arguments in favor of the proposed measure and identify whether they felt the arguments were convincing reasons to support the measure. Arguments in opposition to the measure were also presented and are discussed later in this report (see *Negative Arguments* on page 26). Within each series, specific arguments were administered in random order to avoid a systematic position bias.

Question 9 *What I'd like to do now is tell you what some people are saying about the measure we've been discussing. Supporters of the measure say: _____. Do you think this is a very convincing, somewhat convincing, or not at all convincing reason to SUPPORT the measure?*

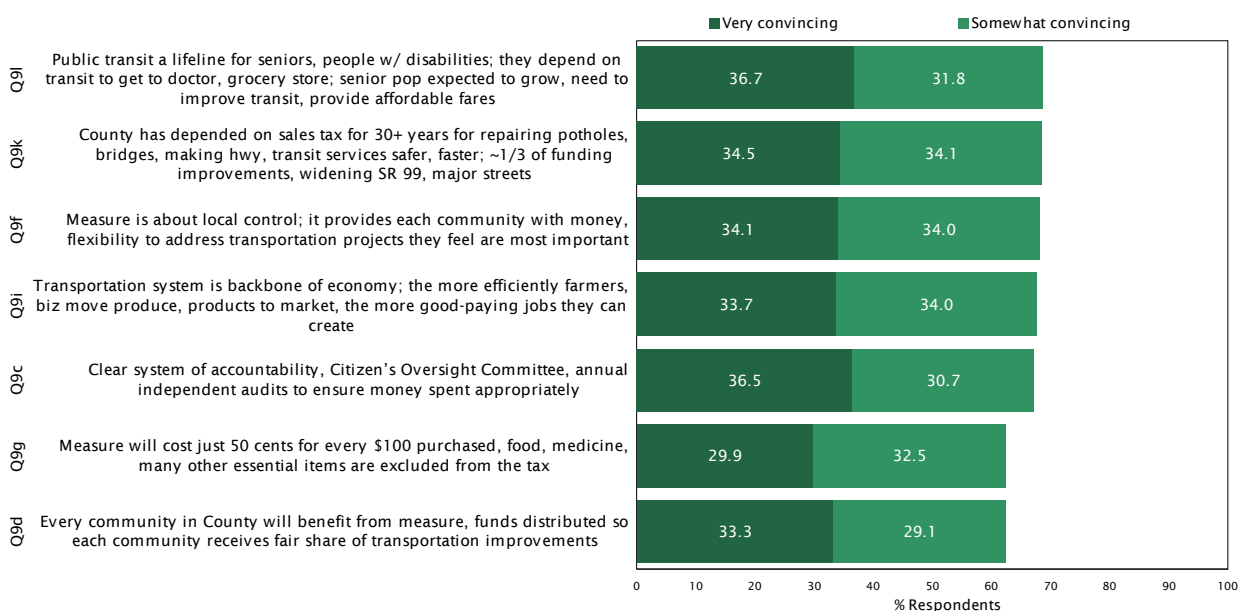
FIGURE 12 POSITIVE ARGUMENTS TIER 1



Figures 12 and 13 present the truncated positive arguments tested, as well as voters' reactions to the arguments. The arguments are sorted into two tiers from most convincing to least convincing based on the percentage of respondents who indicated that the argument was either a 'very convincing' or 'somewhat convincing' reason to support the measure. Using this methodology, the most compelling positive arguments were: *Madera County's population has nearly doubled during the past 30 years, and experts forecast that it will continue to grow at a fast rate. We need to continue improving our local highways, interchanges, and major streets to keep up with this growth, avoid traffic gridlock, and protect our quality of life* (80% very or somewhat

convincing), *This measure is essential for our public safety. By keeping our roads and highways in good condition and reducing traffic congestion, it allows police, firefighters, and ambulances to respond quickly to emergencies. In emergencies like the Creek Fire, we can't afford to have first responders stuck in traffic or slowed-down by failing infrastructure (79%), If voters approve this measure, we will qualify for about 600 million dollars in State and Federal matching funds to make priority repairs and transportation improvements in Madera County. Without a local measure, we will not get our fair share of State and Federal funding (78%), This measure will provide the local matching money that is required for Madera County to receive about 600 million dollars in State and Federal transportation funds. Without this measure, we will not get our fair share of transportation funds (76%), and By law, all of the money raised by this measure must stay in Madera County to maintain and improve our transportation system. It can't be taken away by the State or used for other purposes (75%).*

FIGURE 13 POSITIVE ARGUMENTS TIER 2



TOP POSITIVE ARGUMENTS BY INITIAL SUPPORT Table 3 on the next page lists the top five most convincing positive arguments (showing the percentage of respondents who cited it as *very convincing*) according to respondents' vote choice at the Initial Ballot Test. The most striking pattern in the table is that the positive arguments resonated with a much higher percentage of voters who were initially inclined to support the measure when compared to voters who initially opposed the measure or were unsure. Nevertheless, two specific arguments were ranked among the top five most compelling by supporters, opponents, and the undecided.

TABLE 3 TOP POSITIVE ARGUMENTS BY POSITION AT INITIAL BALLOT TEST

Position at Initial Ballot Test (Q5)	Item	Positive Argument Summary	% Very Convincing
Probably or Definitely Yes (n = 428)	Q9e1	Will qualify for ~\$600M in State, Fed matching funds to make priority repairs, transportation improvements; without measure, we will not get our fair share	65
	Q9b	By law, all money must stay in County to maintain, improve transportation system; can't be taken away by State, used for other purposes	62
	Q9j	County pop doubled in past 30 yrs, forecasted to continue to growth; need to improve hways, interchanges, streets to keep up w/growth, avoid gridlock, protect quality of life	59
	Q9h	Measure essential for public safety; keeping roads, hways in good condition, reducing traffic, allows police, firefighters, ambulances to respond quickly to emergencies	57
	Q9e2	Measure will provide matching money for County to receive ~\$600M in State, Fed transportation funds; without measure, we will not get our fair share	52
Probably or Definitely No (n = 94)	Q9l	Public transit a lifeline for seniors, people w/ disabilities; they depend on transit to get to doctor, grocery store; senior pop expected to grow, need to improve transit, provide affordable fares	14
	Q9i	Transportation system is backbone of economy; the more efficiently farmers, biz move produce, products to market, the more good-paying jobs they can create	14
	Q9e1	Will qualify for ~\$600M in State, Fed matching funds to make priority repairs, transportation improvements; without measure, we will not get our fair share	14
	Q9j	County pop doubled in past 30 yrs, forecasted to continue to growth; need to improve hways, interchanges, streets to keep up w/growth, avoid gridlock, protect quality of life	13
	Q9b	By law, all money must stay in County to maintain, improve transportation system; can't be taken away by State, used for other purposes	13
Not Sure (n = 32)	Q9j	County pop doubled in past 30 yrs, forecasted to continue to growth; need to improve hways, interchanges, streets to keep up w/growth, avoid gridlock, protect quality of life	31
	Q9b	By law, all money must stay in County to maintain, improve transportation system; can't be taken away by State, used for other purposes	28
	Q9h	Measure essential for public safety; keeping roads, hways in good condition, reducing traffic, allows police, firefighters, ambulances to respond quickly to emergencies	21
	Q9c	Clear system of accountability, Citizen's Oversight Committee, annual independent audits to ensure money spent appropriately	19
	Q9f	Measure is about local control; it provides each community with money, flexibility to address transportation projects they feel are most important	17

INTERIM BALLOT TEST

After informing respondents about projects and services that could be funded, as well as exposing them to positive arguments they may encounter about the measure, the survey again presented voters with the ballot language used previously to gauge how their support for the proposed measure may have changed. As shown in Figure 14, overall support for the measure among likely November 2022 voters increased to 79%, with 45% of voters indicating that they would *definitely* vote yes on the measure. Approximately 15% of respondents opposed the measure at this point in the survey, and an additional 7% were unsure or unwilling to state their vote choice.

Question 10 *Sometimes people change their mind about a measure once they have more information about it. Now that you have heard a bit more about the measure, let me read you a summary of it again. In order to keep local streets, highways, and infrastructure in good repair; fix potholes; reduce traffic congestion; improve highway safety and 911 vehicle access; provide safe routes to schools, and qualify for 600 million dollars in State and Federal matching funds. Shall an ordinance be adopted to continue Madera County's voter-approved half cent sales tax without increasing the tax rate, providing approximately 20 million dollars annually <until ended by voters | for 20 years>, with citizen oversight, independent audits, and all money staying local? If the election were held today, would you vote yes or no on this measure?*

FIGURE 14 INTERIM BALLOT TEST

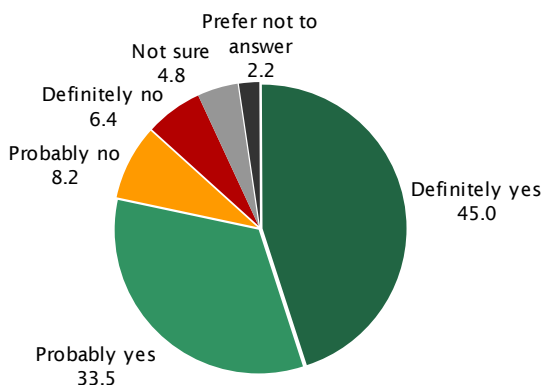
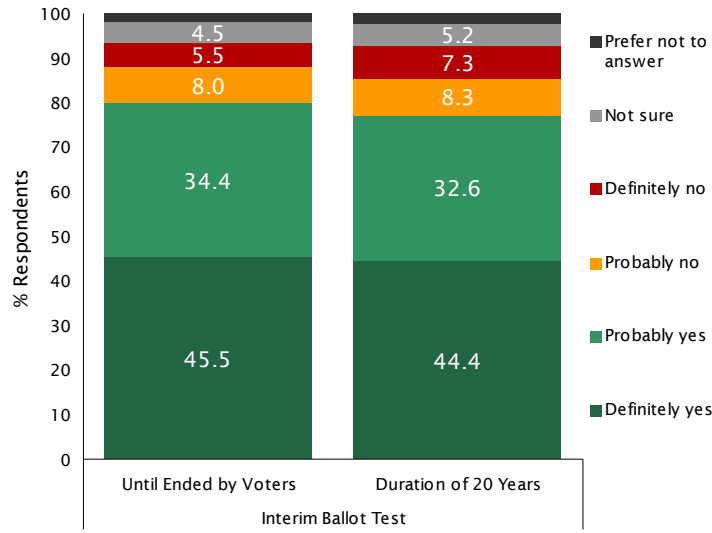


Figure 15 on the next page displays support for the measure at the Interim Ballot Test by the two durations tested. Similar to the findings at the Initial Ballot Test, support was virtually identical between the two versions, with 80% of respondents who received the *Until Ended by Voters* version saying they would support the measure, compared with 77% of those who received the *Duration of 20 Years* version.

FIGURE 15 INTERIM BALLOT TEST BY DURATION



INTERIM SUPPORT BY SUBGROUPS Table 4 on the next page shows how support for the measure at this point in the survey varied by key demographic subgroups, as well as the percentage change in subgroup support when compared with the Initial Ballot Test. Positive differences appear in green, whereas negative differences appear in red. As shown in the table, support for the sales tax increased by modest amounts (5 percentage points or less) between the Initial and Interim Ballot Test for most voter subgroups. The largest net gains in support were exhibited by lower propensity voters (+12%), those who had registered in the County since November 2018 (+8%), voters under the age of 30 (+7%), and those in Dual-Republican households (+6%).

TABLE 4 DEMOGRAPHIC BREAKDOWN OF SUPPORT AT INTERIM BALLOT TEST

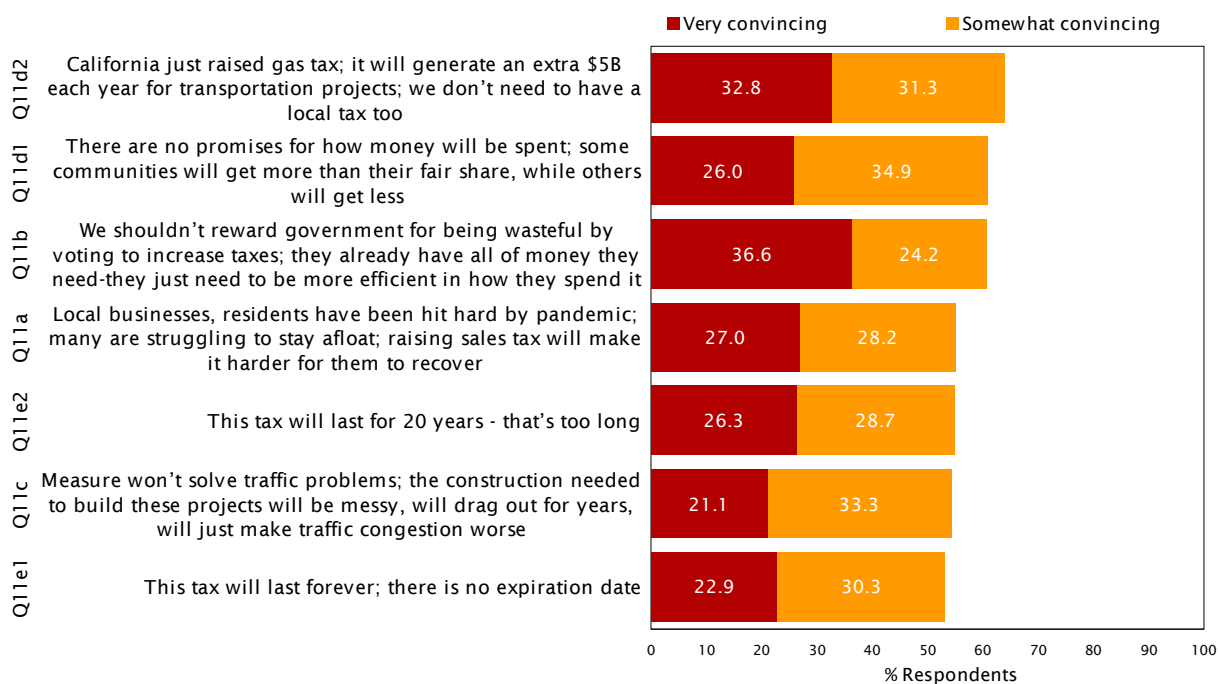
		Approximate % of Voter Universe	% Probably or Definitely Yes	Change From Initial Ballot Test (Q5)
Overall		100.0	78.5	+2.4
Years in Madera County (Q1)	Less than 5	18.2	89.2	+4.2
	5 to 9	11.4	81.8	+2.3
	10 to 14	10.9	66.5	+0.7
	15 or more	59.6	77.7	+2.3
Commute Outside Madera County (Q13)	Yes	36.0	77.7	+1.6
	No	64.1	80.8	+3.1
Child in Hsld (Q14)	Yes	31.4	74.1	+3.3
	No	68.6	82.3	+2.1
Household Party Type	Single dem	16.0	81.8	+4.7
	Dual dem	10.4	92.2	-3.1
	Single rep	15.5	69.9	+1.3
	Dual rep	20.5	72.5	+6.1
	Other	14.0	81.8	+0.2
	Mixed	23.7	78.9	+2.1
Age	18 to 29	13.5	82.1	+6.6
	30 to 39	14.4	74.0	+1.7
	40 to 49	14.4	71.3	+2.6
	50 to 64	26.0	78.6	-1.0
	65 or older	31.6	82.1	+3.7
Registration Year	Since Nov '18	11.4	82.0	+8.1
	Jun '12 to <Nov '18	22.4	75.6	+4.5
	Jun '06 to <Jun '12	9.9	78.8	+1.1
	Before Jun '06	56.3	78.8	+0.7
Party	Democrat	32.4	86.6	+2.1
	Republican	44.0	72.8	+3.4
	Other / DTS	23.6	77.9	+0.9
Voting Propensity	Highest	54.0	77.3	+0.9
	Medium	36.0	78.9	+2.0
	Low/New reg	10.0	82.9	+12.0
Homeowner on Voter File	Yes	67.0	77.7	+2.5
	No	33.0	80.0	+2.3
Gender	Male	51.9	77.6	+1.5
	Female	48.1	79.4	+3.4
Likely to Vote by Mail	Yes	79.5	79.4	+3.1
	No	20.5	74.7	-0.1
Likely Nov 2022 Voter	Yes, natural	90.0	78.0	+1.3
	Yes, GOTV	10.0	82.9	+12.0
Survey Language	English	92.7	78.7	+2.8
	Spanish	7.3	75.4	-2.3
Ballot Test Version	Until ended by voters	50.0	79.9	+3.9
	Duration of 20 years	50.0	77.1	+0.9
Supervisorial District	One	24.4	82.1	+2.0
	Two	12.8	71.5	-2.9
	Three	19.2	76.5	+1.7
	Four	6.6	82.6	+4.3
	Five	37.0	78.8	+4.5

NEGATIVE ARGUMENTS

Whereas Question 9 presented respondents with arguments in favor of the measure, Question 11 presented respondents with arguments designed to elicit opposition to the measure. In the case of Question 9, however, respondents were asked if they felt that the argument was a very convincing, somewhat convincing, or not at all convincing reason to *oppose* the measure. The arguments tested, as well as voters' opinions about the arguments, are presented in Figure 16.

Question 11 *Next, let me tell you what opponents of the measure are saying. Opponents of the measure say: _____. Do you think this is a very convincing, somewhat convincing, or not at all convincing reason to OPPOSE the measure?*

FIGURE 16 NEGATIVE ARGUMENTS



Among the negative arguments tested, the most compelling was: *California just raised the gas tax. It will generate an extra 5 billion dollars each year for transportation projects. We don't need to have a local tax too* (64% very or somewhat convincing), followed by *There are no promises for how the money will be spent. Some communities will get more than their fair share, while others will get less* (61%), and *We shouldn't reward government for being wasteful by voting to increase our taxes. They already have all of the money they need—they just need to be more efficient in how they spend it* (61%).

TOP NEGATIVE ARGUMENTS BY INITIAL SUPPORT Table 5 lists the negative arguments (showing the percentage of respondents who cited each as *very* convincing) according to respondents' vote choice at the Initial Ballot Test.

TABLE 5 TOP NEGATIVE ARGUMENTS BY POSITION AT INITIAL BALLOT TEST

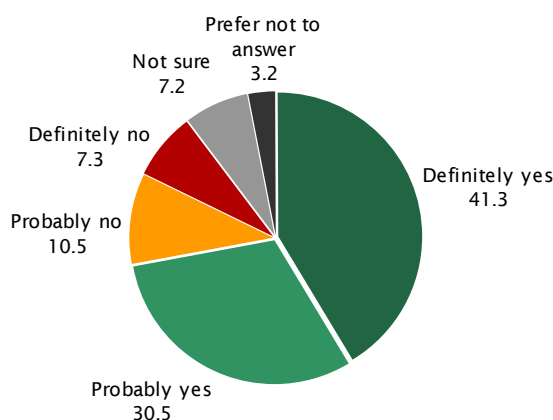
Position at Initial Ballot Test (Q5)	Item	Negative Argument Summary	% Very Convincing
Probably or Definitely Yes (n = 428)	Q11b	We shouldn't reward government for being wasteful by voting to increase taxes; they already have all of money they need-they just need to be more efficient in how they spend it	29
	Q11d2	California just raised gas tax; it will generate an extra \$5B each year for transportation projects; we don't need to have a local tax too	26
	Q11a	Local businesses, residents have been hit hard by pandemic; many are struggling to stay afloat; raising sales tax will make it harder for them to recover	21
	Q11d1	There are no promises for how money will be spent; some communities will get more than their fair share, while others will get less	19
	Q11e1	This tax will last forever; there is no expiration date	18
Probably or Definitely No (n = 94)	Q11b	We shouldn't reward government for being wasteful by voting to increase taxes; they already have all of money they need-they just need to be more efficient in how they spend it	72
	Q11e2	This tax will last for 20 years - that's too long	67
	Q11d2	California just raised gas tax; it will generate an extra \$5B each year for transportation projects; we don't need to have a local tax too	67
	Q11d1	There are no promises for how money will be spent; some communities will get more than their fair share, while others will get less	56
	Q11a	Local businesses, residents have been hit hard by pandemic; many are struggling to stay afloat; raising sales tax will make it harder for them to recover	55
Not Sure (n = 32)	Q11b	We shouldn't reward government for being wasteful by voting to increase taxes; they already have all of money they need-they just need to be more efficient in how they spend it	42
	Q11d1	There are no promises for how money will be spent; some communities will get more than their fair share, while others will get less	37
	Q11e2	This tax will last for 20 years - that's too long	21
	Q11a	Local businesses, residents have been hit hard by pandemic; many are struggling to stay afloat; raising sales tax will make it harder for them to recover	20
	Q11e1	This tax will last forever; there is no expiration date	16

FINAL BALLOT TEST

Voters' opinions about ballot measures are often not rigid, especially when the amount of information presented to the public on a measure has been limited. An important goal of the survey was thus to gauge how voters' opinions about the proposed measure may be affected by the information they could encounter during the course of an election cycle. After providing respondents with the wording of the proposed measure, projects and services that could be funded, and arguments in favor of and against the proposal, the survey again asked voters whether they would vote 'yes' or 'no' on the proposed sales tax measure.

Question 12 *Now that you have heard a bit more about the measure, let me read you a summary of it one more time. In order to keep local streets, highways, and infrastructure in good repair; fix potholes; reduce traffic congestion; improve highway safety and 911 vehicle access; provide safe routes to schools, and qualify for 600 million dollars in State and Federal matching funds. Shall an ordinance be adopted to continue Madera County's voter-approved half cent sales tax without increasing the tax rate, providing approximately 20 million dollars annually <until ended by voters | for 20 years>, with citizen oversight, independent audits, and all money staying local? If the election were held today, would you vote yes or no on this measure?*

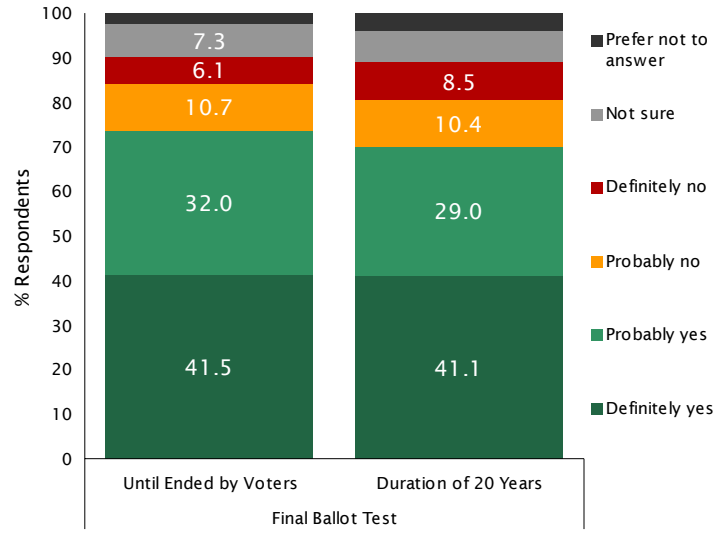
FIGURE 17 FINAL BALLOT TEST



At this point in the survey, support for the measure was found among 72% of likely November 2022 voters surveyed, with 41% indicating they would *definitely* support the measure. Approximately 18% of respondents opposed the measure at the Final Ballot Test, and 10% were unsure or unwilling to state their vote choice.

Figure 18 on the next page displays support for the measure at the Final Ballot Test by the two durations tested. Similar to the findings at the prior two ballot tests, support was similar between the two versions, with 74% of respondents who received the *Until Ended by Voters* version saying they would support the measure, compared with 70% of those who received the *Duration of 20 Years* version.

FIGURE 18 FINAL BALLOT TEST BY DURATION



CHANGE IN SUPPORT

Table 6 provides a closer look at how support for the proposed measure changed over the course of the survey by calculating the difference in support between the Initial, Interim, and Final Ballot Tests within subgroups of voters. The percentage of support for the measure at the Final Ballot Test is shown in the column with the heading % *Probably or Definitely Yes*. The columns to the right show the difference between the Final and the Initial, and the Final and Interim Ballot Tests. Positive differences appear in green, and negative differences appear in red.

TABLE 6 DEMOGRAPHIC BREAKDOWN OF SUPPORT AT FINAL BALLOT TEST

		Approximate % of Voter Universe	% Probably or Definitely Yes	Change From Initial Ballot Test (Q5)	Change From Interim Ballot Test (Q10)
Overall		100.0	71.8	-4.2	-6.7
Years in Madera County (Q1)	Less than 5	18.2	83.0	-2.0	-6.2
	5 to 9	11.4	71.9	-7.7	-10.0
	10 to 14	10.9	58.5	-7.3	-8.0
	15 or more	59.6	71.7	-3.8	-6.0
Commute Outside Madera County (Q13)	Yes	36.0	72.6	-3.5	-5.1
	No	64.1	73.9	-3.7	-6.9
Child in Hsld (Q14)	Yes	31.4	67.9	-2.9	-6.3
	No	68.6	75.7	-4.5	-6.6
Household Party Type	Single dem	16.0	78.4	+1.2	-3.5
	Dual dem	10.4	88.3	-7.1	-4.0
	Single rep	15.5	58.8	-9.8	-11.1
	Dual rep	20.5	63.3	-3.1	-9.2
	Other	14.0	75.9	-5.7	-5.9
	Mixed	23.7	73.6	-3.2	-5.3
Age	18 to 29	13.5	71.7	-3.7	-10.3
	30 to 39	14.4	66.2	-6.1	-7.8
	40 to 49	14.4	65.1	-3.6	-6.2
	50 to 64	26.0	72.3	-7.3	-6.3
	65 or older	31.6	77.0	-1.4	-5.1
Registration Year	Since Nov '18	11.4	73.7	-0.2	-8.2
	Jun '12 to <Nov '18	22.4	67.7	-3.4	-7.9
	Jun '06 to <Jun '12	9.9	69.7	-7.9	-9.1
	Before Jun '06	56.3	73.4	-4.8	-5.4
Party	Democrat	32.4	83.0	-1.5	-3.6
	Republican	44.0	64.2	-5.1	-8.6
	Other / DTS	23.6	70.7	-6.4	-7.3
Voting Propensity	Highest	54.0	72.5	-3.9	-4.9
	Medium	36.0	70.9	-6.1	-8.0
	Low/New reg	10.0	71.5	+0.6	-11.4
Homeowner on Voter File	Yes	67.0	73.2	-2.1	-4.5
	No	33.0	69.1	-8.6	-10.9
Gender	Male	51.9	70.0	-6.2	-7.7
	Female	48.1	73.8	-2.1	-5.6
Likely to Vote by Mail	Yes	79.5	72.9	-3.5	-6.6
	No	20.5	67.7	-7.0	-7.0
Likely Nov 2022 Voter	Yes, natural	90.0	71.8	-4.8	-6.1
	Yes, GOTV	10.0	71.5	+0.6	-11.4
Survey Language	English	92.7	72.3	-3.6	-6.4
	Spanish	7.3	65.8	-11.8	-9.5
Ballot Test Version	Until ended by voters	50.0	73.5	-2.4	-6.4
	Duration of 20 years	50.0	70.1	-6.1	-6.9
Supervisorial District	One	24.4	75.6	-4.4	-6.5
	Two	12.8	62.2	-12.2	-9.3
	Three	19.2	71.0	-3.8	-5.5
	Four	6.6	63.1	-15.2	-19.5
	Five	37.0	74.6	+0.4	-4.2

As expected, voters generally responded to the negative arguments with a reduction in their support for the measure when compared with levels recorded at the Interim Ballot Test. The trend over the course of the entire survey (Initial to Final Ballot Test) was also one of declining support for most voter subgroups, averaging -4 percentage points overall. With that said, support for the sales tax at the Final Ballot Test remained above the two-thirds threshold required for passage.

Whereas Table 6 displays change in support for the measure over the course of the interview at the group level, Table 7 presents individual-level changes that occurred between the Initial and Final Ballot Tests for the measure. On the left side of the table is shown each of the response options to the Initial Ballot Test and the percentage of respondents in each group. The cells in the body of the table depict movement within each response group (row) based on the information provided throughout the course of the survey as recorded by the Final Ballot Test. For example, in the first row we see that of the 41.8% of respondents who indicated they would definitely support the measure at the Initial Ballot Test, 32.6% indicated they would definitely support the measure at the Final Ballot Test. An additional 6.7% moved to the probably support group, 1.0% moved to the probably oppose group, 0% moved to the definitely oppose group, and 1.5% stated they were now unsure of their vote choice.

To ease interpretation of the table, the cells are color coded. Red shaded cells indicate declining support, green shaded cells indicate increasing support, whereas white cells indicate no movement. Moreover, within the cells, a white font indicates a fundamental change in the vote: from yes to no, no to yes, or not sure to either yes or no.

TABLE 7 MOVEMENT BETWEEN INITIAL & FINAL BALLOT TEST

Initial Ballot Test (Q5)	Final Ballot Test (Q12)				
	Definitely support	Probably support	Probably oppose	Definitely oppose	Not sure
Definitely support 41.8%	32.6%	6.7%	1.0%	0.0%	1.5%
Probably support 34.3%	8.2%	21.1%	1.7%	0.4%	2.9%
Probably oppose 8.7%	0.2%	1.1%	5.7%	0.7%	1.0%
Definitely oppose 8.0%	0.0%	0.2%	1.0%	5.9%	0.9%
Not sure 7.2%	0.3%	1.4%	1.1%	0.3%	4.1%

As one might expect, the information conveyed in the survey generally had the greatest impact on individuals who either weren't sure about how they would vote at the Initial Ballot Test or were tentative in their vote choice (probably yes or probably no). Moreover, Table 7 makes clear that although the information presented in the survey did impact some voters, it did not do so in a consistent way for all respondents. Some respondents found the information provided during the course of the interview to be a reason to become more supportive of the measure, while a slightly larger percentage found the same information reason to be less supportive. Although 14% of respondents made a *fundamental*⁴ shift in their opinion regarding the measure over the course of the interview, the net impact is that support for the measure at the Final Ballot Test (72%) was four points lower than support at the Initial Ballot Test (76%).

4. This is, they changed from a position of support, opposition, or undecided at the Initial Ballot Test to a different position at the Final Ballot Test.

BACKGROUND & DEMOGRAPHICS

TABLE 8 DEMOGRAPHICS OF SAMPLE

Total Respondents	563
Child in Hsld (Q14)	
Yes	30.7
No	66.9
Prefer not to answer	2.4
Years in Madera County (Q1)	
Less than 5	18.1
5 to 9	11.3
10 to 14	10.8
15 or more	59.1
Prefer not to answer	0.8
Gender	
Male	51.9
Female	48.1
Party	
Democrat	32.4
Republican	44.0
Other / DTS	23.6
Age	
18 to 29	13.5
30 to 39	14.4
40 to 49	14.4
50 to 64	26.0
65 or older	31.6
Registration Year	
Since Nov '18	11.4
Jun '12 to <Nov '18	22.4
Jun '06 to <Jun '12	9.9
Before Jun '06	56.3
Household Party Type	
Single dem	16.0
Dual dem	10.4
Single rep	15.5
Dual rep	20.5
Other	14.0
Mixed	23.7
Homeowner on Voter File	
Yes	67.0
No	33.0
Likely to Vote by Mail	
Yes	79.5
No	20.5
Likely Nov 2022 Voter	
Yes, natural	90.0
Yes, GOTV	10.0
Survey Language	
English	92.7
Spanish	7.3
Supervisorial District	
One	24.4
Two	12.8
Three	19.2
Four	6.6
Five	37.0
Voting Propensity	
Highest	54.0
Medium	36.0
Low/New reg	10.0

In addition to questions directly related to the proposed measure, the study collected basic demographic information about respondents and their households. Some of this information was gathered during the survey, although much of it was collected from the voter file. The profile of the likely November 2022 voter sample used for this study is shown in Table 8.



M E T H O D O L O G Y

The following sections outline the methodology used in the study, as well as the motivation for using certain techniques.

QUESTIONNAIRE DEVELOPMENT Dr. McLarney of True North Research worked closely with MCTA to develop a questionnaire that covered the topics of interest and avoided possible sources of systematic measurement error, including position-order effects, wording effects, response-category effects, scaling effects, and priming. Several questions included multiple individual items. Because asking items in a set order can lead to a systematic position bias in responses, items were asked in random order for each respondent.

Some of the questions asked in this study were presented only to a subset of respondents. For example, only individuals who did not support the sales tax renewal or were unsure at the Initial Ballot Test (Question 5) were asked an open-ended question (Question 6) regarding their reasons for not supporting the measure. The questionnaire included with this report (see *Questionnaire & Toplines* on page 35) identifies the skip patterns that were used during the interview to ensure that each respondent received the appropriate questions.

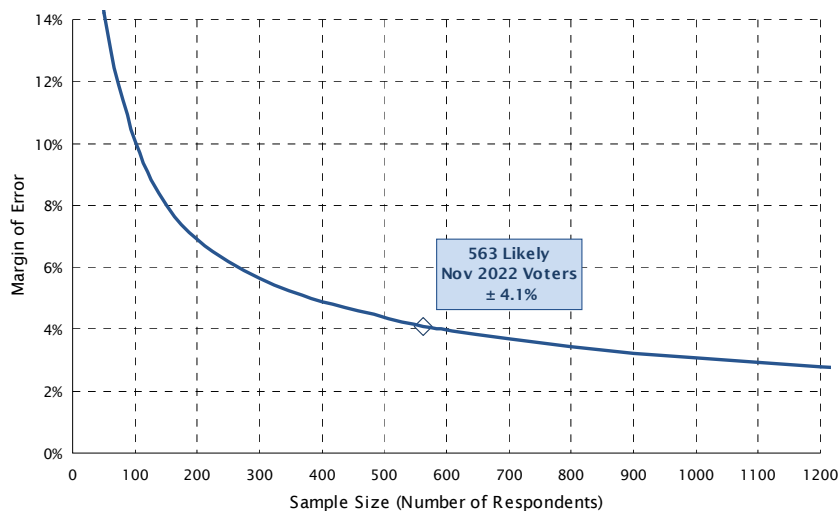
PROGRAMMING, PRE-TEST & TRANSLATION Prior to fielding the survey, the questionnaire was CATI (Computer Assisted Telephone Interviewing) programmed to assist interviewers when conducting the phone interviews. The CATI program automatically navigates the skip patterns, randomizes the appropriate question items, and alerts interviewers to certain types of keypunching mistakes should they happen during the interview. The survey was also programmed into a passcode-protected online survey application to allow online participation for sampled residents. The integrity of the questionnaire was pre-tested internally by True North and by dialing into random homes in the County prior to formally beginning the survey. The final questionnaire was also professionally translated into Spanish to allow for data collection in English and Spanish.

SAMPLE The survey was administered to a random sample of 563 registered voters in Madera County who are likely to participate in the November 2022 election either on the natural or as a result of get-out-the-vote efforts. Consistent with the profile of this universe, the sample was stratified into clusters, each representing a combination of age, gender, and household party-type. Individuals were then randomly selected based on their profile into an appropriate cluster. This method ensures that if a person of a particular profile refuses to participate in the study, they are replaced by an individual who shares their same profile.

STATISTICAL MARGIN OF ERROR By using the probability-based sampling design noted above, True North ensured that the final sample was representative of voters in the County who are likely to participate in the November 2022 election. The results of the sample can thus be used to estimate the opinions of *all* voters likely to participate in this election. Because not all voters participated in the study, however, the results have what is known as a statistical margin of error due to sampling. The margin of error refers to the difference between what was found in the survey of 563 voters for a particular question and what would have been found if all 46,581 likely November 2022 voters identified in the County had been surveyed for the study.

Figure 19 provides a graphic plot of the *maximum* margin of error in this study. The maximum margin of error for a dichotomous percentage result occurs when the answers are evenly split such that 50% provide one response and 50% provide the alternative response. For this survey, the maximum margin of error is $\pm 4.1\%$.

FIGURE 19 MAXIMUM MARGIN OF ERROR DUE TO SAMPLING



Within this report, figures and tables show how responses to certain questions varied by subgroups such as age, gender, and partisan affiliation. Figure 19 is useful for understanding how the maximum margin of error for a percentage estimate grows as the number of individuals asked a question (or in a particular subgroup) shrinks. Because the margin of error grows exponentially as the sample size decreases, the reader should use caution when generalizing and interpreting the results for small subgroups.

RECRUITING & DATA COLLECTION The survey followed a mixed-method design that employed multiple recruiting methods (email, text, and phone) and multiple data collection methods (telephone and online). Telephone interviews averaged 18 minutes in length and were conducted during weekday evenings (5:30PM to 9PM) and on weekends (10AM to 5PM). It is standard practice not to call during the day on weekdays because most working adults are unavailable and thus calling during those hours would likely bias the sample. Voters recruited via email or text were assigned a unique passcode to ensure that only voters who received an invitation could access the survey website, and that each voter could complete the survey only once. A total of 563 surveys were completed by phone and online between July 30 and August 16, 2021.

DATA PROCESSING Data processing consisted of checking the data for errors or inconsistencies, coding and recoding responses, weighting, and preparing frequency analyses and cross-tabulations.

ROUNDING Numbers that end in 0.5 or higher are rounded up to the nearest whole number, whereas numbers that end in 0.4 or lower are rounded down to the nearest whole number. These same rounding rules are also applied, when needed, to arrive at numbers that include a decimal place in constructing figures and tables. Occasionally, these rounding rules lead to small discrepancies in the first decimal place when comparing tables and charts for a given question.



QUESTIONNAIRE & TOPLINES



Madera County Transportation Authority
Sales Tax Renewal Survey
Final Toplines (n=563)
September 2021

Hi, may I please speak to _____. My name is _____, and I'm calling on behalf of TNR, an independent public opinion research firm. We're conducting a survey of voters about important issues in Madera (Muh-DARE-uh) County and I'd like to get your opinions.

If needed: This is a survey about important issues in your community. I'm NOT trying to sell anything and I won't ask for a donation.

If needed: The survey should take about 12 minutes to complete.

If needed: If now is not a convenient time, can you let me know a better time so I can call back?

If the person asks why you need to speak to the listed person or if they ask to participate instead, explain: For statistical purposes, at this time the survey must only be completed by this particular individual.

If the person says they are an elected official or is somehow associated with the survey, politely explain that this survey is designed to measure the opinions of those not closely associated with the study, thank them for their time, and terminate the interview.

Section 2: Quality of Life & Local Issues

I'd like to begin by asking you a few questions about what it is like to live in Madera (Muh-DARE-uh) County.

Q1 How long have you lived in Madera County?

1	Less than 1 year	3%
2	1 to 4 years	15%
3	5 to 9 years	11%
4	10 to 14 years	11%
5	15 years or longer	59%
99	Prefer not to answer	1%

Q2 How would you rate the overall quality of life in Madera County? Would you say it is excellent, good, fair, poor or very poor?

1	Excellent	8%
2	Good	48%
3	Fair	35%
4	Poor	7%
5	Very poor	1%
98	Not sure	0%
99	Prefer not to answer	0%



Q3	If local governments could change one thing to make Madera County a better place to live now and in the future, what change would you like to see? Verbatim responses recorded and later grouped into categories shown below.	
	Improve, repair, widen roads including rural, mountain areas	30%
	Not sure, cannot think of anything	14%
	Provide more high-end, diversity of restaurants, shops	10%
	Address water issues (drought, shortage, quality)	8%
	Improve public safety, more police	6%
	Address homeless issue	6%
	Reduce traffic	5%
	Improve public transit including rural, mountain areas	5%
	Lower taxes, fees	4%
	Provide more diversity of events, activities for all ages	4%
	Clean up, beautify public areas, landscaping	3%
	Attract employers, high end businesses	3%
	Improve hospitals, healthcare	3%
	Enforce traffic laws, police presence	3%
	Improve disaster preparedness, fires	3%
	Limit, reduce growth, development	2%
	Improve education, schools	2%
	Improve, develop parks, recreation	2%
	Improve government process, leadership	2%
	Reduce cost of housing	2%
	Improve planning, development	2%
	Improve, provide more sidewalks, bike lanes including rural, mountain areas	2%
	Revitalize, clean up downtown areas, rundown businesses	2%
	Improve economy, jobs	2%
	Improve environmental efforts	2%

Q4	Next, I'm going to read a list of issues facing Madera County and for each one, please tell me how important you feel the issue is to <u>you</u> , using a scale of extremely important, very important, somewhat important or not at all important. Here is the (first/next) issue: _____. Do you think this issue is extremely important, very important, somewhat important, or not at all important?						
	<i>Randomize</i>	Extremely Important	Very Important	Somewhat Important	Not at all Important	Not sure	Prefer not to answer
A	Improving the maintenance of local streets and roads	59%	29%	11%	0%	0%	0%
B	Reducing traffic congestion	35%	25%	30%	10%	0%	0%
C	Maintaining local infrastructure	39%	44%	14%	2%	1%	0%
D	Improving public safety	47%	35%	15%	2%	1%	1%
E	Protecting the environment	36%	31%	26%	6%	0%	0%
F	Addressing homelessness	43%	30%	24%	2%	0%	1%
G	Improving the local economy	45%	37%	17%	1%	0%	0%
H	Preventing local tax increases	42%	26%	23%	8%	1%	1%

Section 3: Initial Ballot Test

Next year, voters in Madera County may be asked to vote on a local ballot measure. Let me read you a summary of the measure.

Split Sample. Sample A receives 'until ended by voters', Sample B receives 'for 20 years'.

Q5	<p>In order to:</p> <ul style="list-style-type: none"> Keep local streets, highways, and infrastructure in good repair Fix potholes Reduce traffic congestion Improve highway safety and 911 vehicle access Provide safe routes to schools And qualify for 600 million dollars in State and Federal matching funds <p>Shall an ordinance be adopted to continue Madera County's voter-approved half cent sales tax without increasing the tax rate, providing approximately 20 million dollars annually <<until ended by voters for 20 years>>, with citizen oversight, independent audits, and all money staying local? If the election were held today, would you vote yes or no on this measure? <i>Get answer, then ask: Would that be definitely (yes/no) or probably (yes/no)?</i></p>			
		Until Ended by Voters	For 20 Years	
1	Definitely yes	43%	40%	Skip to Q7
2	Probably yes	32%	36%	Skip to Q7
3	Probably no	10%	7%	Ask Q6
4	Definitely no	7%	9%	Ask Q6
98	Not sure	5%	6%	Ask Q6
99	Prefer not to answer	1%	2%	Skip to Q7

Q6	Is there a particular reason why you do not support or are unsure about the measure I just described? <i>If yes, ask: Please briefly describe your reason. Verbatim responses recorded and later grouped into categories shown below.</i>	
	Money is misspent, mismanaged	36%
	Taxes already too high	26%
	Need more information	15%
	Not sure, no particular reason	8%
	County has enough money	7%
	Money will go to employees, administrator's salaries	6%
	Do not trust County	5%
	Mentioned past measures	5%
	Other ways to be funded	4%
	Other higher priorities in community	3%

Section 4: Projects & Services

Q7 The measure we've been discussing will provide funding for a variety of transportation projects and improvements.
If the measure passes, would you favor or oppose using some of the money to: _____, or do you not have an opinion? Get answer, if favor or oppose, then ask: Would that be strongly (favor/oppose) or somewhat (favor/oppose)?

	<i>Randomize</i>	Strongly Favor	Somewhat Favor	Somewhat Oppose	Strongly Oppose	Not sure	Prefer not to answer
A	Fix potholes	76%	20%	1%	1%	1%	1%
B	Reduce traffic congestion	48%	37%	5%	4%	5%	1%
C	Add passing lanes and improve highway interchanges to improve safety and reduce head-on collisions	63%	26%	5%	2%	2%	1%
D	Retrofit or replace older bridges and overpasses that have structural problems	56%	32%	5%	3%	3%	1%
E	Improve traffic flow and safety on highways including the 99, 41, and 152	65%	26%	3%	2%	2%	1%
F	Pave and maintain local streets and roads	69%	24%	3%	1%	2%	1%
G	Synchronize traffic signals on major roadways	53%	32%	6%	3%	5%	1%
H	Add lanes to widen congested roadways and highways, where possible	57%	31%	6%	2%	3%	1%
I	Increase programs that encourage carpooling, vanpooling, and ridesharing	20%	36%	22%	12%	8%	2%

J	Improve and expand local and regional transit services	29%	39%	18%	9%	4%	1%
K	Expand the network of dedicated bike lanes	25%	34%	23%	10%	6%	1%
L	Encourage more walking by improving sidewalks, crosswalks, pedestrian safety, signs, and infrastructure	37%	34%	15%	6%	6%	2%
M	Keep transit fares affordable for students, seniors, veterans, and the disabled	46%	34%	9%	5%	5%	1%
N	Provide students with safe routes to walk and bike to school	51%	32%	9%	3%	3%	2%
O	Complete projects that will reduce the negative impacts of transportation on local air quality and water quality	41%	30%	12%	9%	6%	2%
P	Establish fire-safe evacuation routes	47%	30%	12%	4%	5%	2%
<i>Only Ask if in Supervisorial District 1.</i>							
Q	Complete a variety of projects in <u>your</u> area, including reducing traffic congestion, maintenance and safety improvements along Avenues 7, 9 and 12 and State Route 41, and improvements to bike paths and local transit services	76%	18%	2%	1%	2%	0%
<i>Only Ask if in Supervisorial District 2.</i>							
R	Complete a variety of projects in <u>your</u> area, including improving interchanges on State Routes 99, 152 and 233, maintaining 13 th , Humboldt, Monterey, Robertson Boulevard, Road 16, and Avenue 24 ½, and improving local transit services and bike lanes	59%	31%	5%	1%	1%	3%
<i>Only Ask if in Supervisorial District 3 or District 4.</i>							
S	Complete a variety of projects in <u>your</u> area, including reducing traffic congestion, maintenance and improvements along Avenues 12 and 17, Cleveland, Sunset, and State Routes 99 and 145, bridge improvements, local maintenance and safety improvements, and improving local transit services and bike paths	69%	21%	2%	1%	5%	2%
<i>Only Ask if in Supervisorial District 5.</i>							
T	Complete a variety of projects in <u>your</u> area, including reducing traffic congestion, maintenance and safety improvements along State Routes 41 and 49 and other local roads, improving emergency access, and improving local transit services and bike paths	62%	28%	2%	3%	4%	1%

Madera County Transportation Authority Sales Tax Survey

September 2021

Q8	Is there a transportation project or improvement that I <i>haven't</i> mentioned that you think should be a high priority for funding? <i>If yes, ask:</i> Please briefly describe the project. Verbatim responses recorded and later grouped into categories shown below.	
	None come to mind	59%
	Fix, widen, roads including rural, mountain areas	8%
	Improve Highway 41	5%
	Improve Avenue 12	4%
	Improve Highway 99	3%
	Add, improve public transportation	3%
	Add, improve bike paths, sidewalks	2%
	Add, improve bike lanes (Bass Lake, Yosemite, Oakhurst)	1%
	Better road connections, bridges within Madera and other cities	1%
	Cleaner cities, lakes, rivers	1%
	Improve traffic everywhere	1%
	Emergency service roads and mitigation	1%
	Improve Avenue 26	1%
	Stricter enforcement of traffic laws	1%
	Safer street crossings, railroads	1%
	Stop high-speed rail construction	1%
	Improve Cleveland Avenue	1%
	Improve Route 145	1%
	Add street lighting	1%
	Synchronize traffic lights	1%
	Improve train station / Finish High speed rail	1%
	Road maintenance at Yosemite Lake Park	1%

Section 5: Positive Arguments							
What I'd like to do now is tell you what some people are saying about the measure we've been discussing.							
Q9	Supporters of the measure say: _____. Do you think this is a very convincing, somewhat convincing, or not at all convincing reason to SUPPORT the measure?						
	<i>Randomize. Split Sample E1/E2 using odd/even clusters.</i>	Very Convincing	Somewhat Convincing	Not At All Convincing	Don't Believe	Not sure	Prefer not to answer
A	This measure will NOT increase the sales tax you pay. It simply extends the sales tax voters approved in 1990 and again in 2006 to fund transportation repairs and improvements.	42%	28%	12%	10%	4%	3%
B	By law, all of the money raised by this measure must stay in Madera County to maintain and improve our transportation system. It can't be taken away by the State or used for other purposes.	51%	24%	12%	8%	3%	2%
C	There will be a clear system of accountability including a Citizen's Oversight Committee and annual independent audits to ensure that the money is spent appropriately.	36%	31%	14%	12%	3%	3%
D	Every community in Madera County will benefit from this measure, and the funds will be distributed so each community receives its fair share of transportation improvements.	33%	29%	18%	13%	4%	3%
E1	If voters approve this measure, we will qualify for about 600 million dollars in State and Federal matching funds to make priority repairs and transportation improvements in Madera County. Without a local measure, we will not get our fair share of State and Federal funding.	53%	25%	8%	8%	3%	3%
E2	This measure will provide the local matching money that is required for Madera County to receive about 600 million dollars in State and Federal transportation funds. Without this measure, we will not get our fair share of transportation funds.	41%	35%	11%	6%	4%	2%
F	This measure is about local control. It provides each community with the money and flexibility needed to address the transportation projects that they feel are most important.	34%	34%	18%	8%	3%	2%
G	This measure will cost just 50 cents for every 100 dollars purchased – and food, medicine and many other essential items are excluded from the tax.	30%	33%	20%	10%	4%	4%

H	This measure is essential for our public safety. By keeping our roads and highways in good condition and reducing traffic congestion, it allows police, firefighters, and ambulances to respond quickly to emergencies. In emergencies like the Creek Fire, we can't afford to have first responders stuck in traffic or slowed-down by failing infrastructure.	46%	32%	10%	6%	2%	2%
I	The transportation system is the backbone of our regional economy – and we need to keep it in good health. The more efficiently local farmers and businesses can move produce and products to market, the more good-paying jobs they can create for local residents.	34%	34%	17%	8%	4%	3%
J	Madera County's population has nearly doubled during the past 30 years, and experts forecast that it will continue to grow at a fast rate. We need to continue improving our local highways, interchanges, and major streets to keep up with this growth, avoid traffic gridlock, and protect our quality of life.	49%	31%	10%	4%	3%	3%
K	For more than 30 years, Madera County has depended on this sales tax for everything from repairing potholes and bridges to making our highways and transit services safer and faster. It has provided about one-third of the funding required for transportation improvements such as widening State Route 99 and major streets, creating passing lanes on State Route 41, improving interchanges, and making repairs to local streets and roads.	34%	34%	17%	8%	4%	2%
L	Public transit is a lifeline for senior citizens and people with disabilities. They depend on transit to get to doctor's appointments, the grocery store, and other places of necessity. With the senior population in Madera County expected to grow, we need to improve the capacity of our local transit system and provide affordable fares.	37%	32%	17%	8%	4%	3%

Section 6: Interim Ballot Test				
Sometimes people change their mind about a measure once they have more information about it. Now that you have heard a bit more about the measure, let me read you a summary of it again.				
<i>Split Sample. Sample A receives 'until ended by voters', Sample B receives 'for 20 years'.</i>				
Q10	In order to:			
	Keep local streets, highways, and infrastructure in good repair			
	Fix potholes			
	Reduce traffic congestion			
	Improve highway safety and 911 vehicle access			
	Provide safe routes to schools			
	And qualify for 600 million dollars in State and Federal matching funds			
Shall an ordinance be adopted to continue Madera County's voter-approved half cent sales tax without increasing the tax rate, providing approximately 20 million dollars annually <<until ended by voters for 20 years>>, with citizen oversight, independent audits, and all money staying local? If the election were held today, would you vote yes or no on this measure? <i>Get answer, then ask:</i> Would that be definitely (yes/no) or probably (yes/no)?				
		Until Ended by Voters	For 20 Years	
	1	Definitely yes	45%	44%
	2	Probably yes	34%	33%
	3	Probably no	8%	8%
	4	Definitely no	6%	7%
	98	Not sure	4%	5%
	99	Prefer not to answer	2%	2%

Section 7: Negative Arguments							
Next, let me tell you what opponents of the measure are saying.							
Q11	Opponents of the measure say: _____. Do you think this is a very convincing, somewhat convincing, or not at all convincing reason to OPPOSE the measure?						
	<i>Randomize. Split Sample -- Sample A receives D1 & E1, Sample B receives D2 & E2</i>	Very Convincing	Somewhat Convincing	Not At All Convincing	Don't Believe	Not sure	Prefer not to answer
A	Local businesses and residents have been hit hard by the pandemic. Many are struggling to stay afloat. Raising the sales tax will make it harder for them to recover.	27%	28%	27%	12%	4%	2%
B	We shouldn't reward government for being wasteful by voting to increase our taxes. They already have all of the money they need—they just need to be more efficient in how they spend it.	37%	24%	24%	9%	3%	3%

C	This measure won't solve our traffic problems. The construction needed to build these projects will be messy, will drag out for years, and will just make traffic congestion worse.	21%	33%	29%	11%	3%	3%
D1	There are no promises for how the money will be spent. Some communities will get more than their fair share, while others will get less.	26%	35%	19%	11%	6%	3%
D2	California just raised the gas tax. It will generate an extra 5 billion dollars each year for transportation projects. We don't need to have a local tax too.	33%	31%	20%	10%	3%	3%
E1	This tax will last forever. There is no expiration date.	23%	30%	25%	13%	5%	4%
E2	This tax will last for 20 years – that's too long.	26%	29%	32%	8%	2%	2%

Section 8: Final Ballot Test

Now that you have heard a bit more about the measure, let me read you a summary of it one more time.

Split Sample. Sample A receives 'until ended by voters', Sample B receives 'for 20 years'.

Q12	In order to:			
	<ul style="list-style-type: none"> Keep local streets, highways, and infrastructure in good repair Fix potholes Reduce traffic congestion Improve highway safety and 911 vehicle access Provide safe routes to schools And qualify for 600 million dollars in State and Federal matching funds 			
	Shall an ordinance be adopted to continue Madera County's voter-approved half cent sales tax without increasing the tax rate, providing approximately 20 million dollars annually <<until ended by voters for 20 years>>, with citizen oversight, independent audits, and all money staying local? If the election were held today, would you vote yes or no on this measure? <i>Get answer, then ask: Would that be definitely (yes/no) or probably (yes/no)?</i>			
			Until Ended by Voters	For 20 Years
	1	Definitely yes	41%	41%
	2	Probably yes	32%	29%
	3	Probably no	11%	10%
	4	Definitely no	6%	9%
98	Not sure	7%	7%	
99	Prefer not to answer	2%	4%	

Section 9: Background & Demographics

Thank you so much for your participation. I have just two background questions for statistical purposes.

Q13	Do you commute to a destination <i>outside</i> of Madera County for your job?		
	1	Yes	35%
	2	No	62%
	99	Prefer not to answer	3%
Q14	Do you have children under the age of 18 living in your household?		
	1	Yes	31%
	2	No	67%
	99	Prefer not to answer	2%
Those are all of the questions that I have for you. Thanks so much for participating in this important survey.			

Post-Interview & Sample Items

S1	Gender		
	1	Male	52%
	2	Female	48%
S2	Party		
	1	Democrat	32%
	2	Republican	44%
	3	Other	8%
	4	DTS	16%
S3	Age on Voter File		
	1	18 to 29	14%
	2	30 to 39	14%
	3	40 to 49	14%
	4	50 to 64	26%
	5	65 or older	32%

Madera County Transportation Authority Sales Tax Survey

September 2021

S4	Registration Date		
	1	Since Nov 2018	11%
	2	Jun 2012 to before Nov 2018	22%
	3	Jun 2006 to before June 2012	10%
	4	Before Jun 2006	56%
S5	Household Party Type		
	1	Single Dem	16%
	2	Dual Dem	10%
	3	Single Rep	15%
	4	Dual Rep	20%
	5	Single Other	11%
	6	Dual Other	3%
	7	Dem & Rep	4%
	8	Dem & Other	7%
	9	Rep & Other	11%
	0	Mixed (Dem + Rep + Other)	2%
S6	Homeowner on Voter File		
	1	Yes	67%
	2	No	33%
S7	Likely to Vote by Mail		
	1	Yes	79%
	2	No	21%
S8	Likely November 2022 Voter		
	1	Yes, natural	90%
	2	Yes, GOTV	10%
S9	Likely November 2024 Voter		
	1	Yes	100%
	2	No	0%

Madera County Transportation Authority Sales Tax Survey

September 2021

S10	Voting Propensity		
	1	Highest	54%
	2	Medium	36%
	3	Low/New reg	10%
S11	Survey Language		
	1	English	93%
	2	Spanish	7%
S12	Ballot Test Version		
	1	Sample A: Until ended by voters	50%
	2	Sample B: Duration of 20 years	50%



STAFF REPORT
Board Meeting of September 22, 2021

AGENDA ITEM: 10-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Measure T FY 2021-22 Annual Work Program

Enclosure: Yes

Action: Approve the 2021-22 Measure "T" Annual Work Program and the disbursement of interest earned through June 30, 2021

SUMMARY:

Per Authority policy the AWP is prepared annually and serves as the annual funding authority for the Measure "T" program. The Annual Work Program recognizes funds available for projects according to the Measure "T" Investment Plan and outlines each local jurisdiction's Annual Expenditure Plan with respect to the available funds. Also, staff is asking for approval to release and disburse any interest earned through June 30, 2021 (see attached report).

FISCAL IMPACT:

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



ANNUAL WORK PROGRAM

Fiscal Year
2021-22

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INTRODUCTION

In November 2006 Madera County voters approved Measure “T”, which allowed a new Transportation Authority to impose a ½ cent retail transaction and use tax for 20 years (between April 1, 2007 and March 31, 2027). This sales tax measure will provide approximately \$204 Million in new revenues for transportation improvements according to financial projections through the year 2027. The allocation of projected sales tax revenues to specific types of transportation funding programs and improvement projects is described in the Investment Plan. The Investment Plan was developed by a Steering Committee who through many weeks of intense discussion and hard work developed the Measure funding program commitments. The Committee realized that providing Measure funds for all modes of transportation would meet the quality of life intent of the new Measure. This would in turn enable agencies within the County to address the needs of residents, businesses, and major industries over the 20-year life of the Measure. The Measure “T” Investment Plan details the following:

1. COMMUTE CORRIDORS/FARM TO MARKET PROGRAM (Regional Transportation Program) - \$104.1 million or 51%.

Authorizes major new projects to:

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

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

- **\$53.1 million** (approximately 26% of the Measure) is directed to fund capacity increasing projects and to leverage federal and State funding.
- **\$51.0 million** (approximately 25% of the Measure) is available for rehabilitation, reconstruction, and maintenance of sections of regional streets and highways.

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

2. SAFE ROUTES TO SCHOOLS AND JOBS PROGRAM (Local Transportation Program) - \$89.8 million or 44%.

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

- **\$44.4 million** (approximately 21.75%) has been guaranteed to each city and the County to meet scheduled maintenance needs and to rehabilitate the aging transportation system.
- Another **\$44.4 million** of "flexible" funding is provided to the local agencies for any transportation project they feel is warranted including:
 - Fill potholes
 - Repave streets
 - County Maintenance District Area improvements
 - Add additional lanes to existing streets and roads
 - Improve sidewalks
 - Traffic control devices to enhance student and public safety
 - Enhance public transit
 - Construct bicycle and pedestrian projects and improvements
 - Separate street traffic from rail traffic

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

- About **\$1.0 million** (approximately 0.5%) is provided to fund local agencies for the ADA Compliance Program including curb cuts and ramps to remove barriers, as well as other special transportation services.

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

3. TRANSIT ENHANCEMENT PROGRAM (Public Transportation Program) - \$4.0 million or 2%.

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

- **\$3.7 million** (1.83% of Measure funding) is provided to the three (3) transit agencies within the County based upon service area population. Madera County would receive **\$2.0 million** or .92% of Measure funds, the City of Chowchilla would receive **\$0.3 million** or 0.14%, and the City of Madera would receive **\$1.4 million** or 0.77%. The transit agencies would use the funds to address major new expansions of the express, local, and feeder bus services including additional:
 - Routes
 - Buses (including low emission)
 - Night and weekend service
 - Bus shelters and other capital improvements

- Safer access to public transit services
 - Carpools
- The remaining **\$347,000** (0.17% of Measure funding) is directed to ADA, Seniors, and Paratransit programs to improve mobility for seniors and individuals with disabilities.

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

4. ENVIRONMENTAL ENHANCEMENT PROGRAM - \$4.0 million or 2%.

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

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

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

5. ADMINISTRATION AND PLANNING PROGRAM - \$2.04 million or 1%.

Measure funding is provided to the Authority to:

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

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

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



FY 2021-22 Measure T Allocation

Gross Allocation	10,600,000.00
Deductions	0.00
Net Allocation	<u>10,600,000.00</u>

Jurisdiction	Population	Rate
County	79,629	0.502474
Madera	66,172	0.417557
Chowchilla	12,673	0.079969
	<u>158,474</u>	

Measure T Programs	Percent	Amount	County Allocation	Madera Allocation	Chowchilla Allocation	MCTA Allocation
Commute Corridors/Farm to Market	51.00%	\$ 5,406,000.00				
Regional Streets and Highways Program	26.00%	\$ 2,756,000.00				\$ 2,756,000.00
Regional Rehab	25.00%	\$ 2,650,000.00	\$ 1,331,555.01	\$ 1,106,527.26	\$ 211,917.73	
Safe Routes to School & Jobs	44.00%	\$ 4,664,000.00				
Street Maintenance	13.00%	\$ 1,378,000.00	\$ 692,408.60	\$ 575,394.18	\$ 110,197.22	
County Maint. District, Suppl. Street Maint.	8.75%	\$ 927,500.00	\$ 466,044.26	\$ 387,284.53	\$ 74,171.21	
Flexible (*Funds impounded by MCTA)	21.75%	\$ 2,305,500.00	\$ 1,158,452.86	\$ 962,678.72	\$ 184,368.42	\$ 2,305,500.00
ADA Compliance	0.50%	\$ 53,000.00	\$ 26,631.10	\$ 22,130.54	\$ 4,238.36	
Transit Enhancement Program	2.00%	\$ 212,000.00				
Madera County	0.9299%	\$ 97,469.90	\$ 97,469.90			
City of Madera	0.7569%	\$ 80,997.71		\$ 80,997.71		
City of Chowchilla	0.1432%	\$ 15,512.39			\$ 15,512.39	
ADA/Seniors/Paratransit	0.17%	\$ 18,020.00	\$ 9,054.58	\$ 7,524.38	\$ 1,441.04	
Environmental Enhancement Prog.	2.00%	\$ 212,000.00	\$ 106,524.41	\$ 88,522.18	\$ 16,953.41	
Administration/Planning	1.00%	\$ 106,000.00				\$ 106,000.00
		TOTAL	\$ 2,729,687.86	\$ 2,268,380.78	\$ 434,431.36	\$ 5,167,500.00

Measure “T” Programming Summary

MCTA

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Bond/Other</u>	<u>Programmed</u>	<u>Balance</u>
Regional Streets and Highways	\$2,614,877	\$612,741	\$2,756,000	\$0	\$4,961,232	\$1,022,386
Flexible Program	\$2,496,417	\$0	\$2,305,500	\$0	\$3,267,308	\$1,534,609
Admin/Planning/Other	\$4,167	\$24,780	\$106,000	\$460,095	\$595,042	\$0
TOTALS	\$5,115,461	\$637,521	\$5,167,500	\$460,095	\$8,823,582	\$2,556,995

County of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$9,173,053	\$314,789	\$1,331,555	\$9,487,842	\$1,331,555
Safe Routes to School & Jobs (Local)	\$4,860,726	\$280,162	\$1,185,084	\$5,140,889	\$1,185,084
Transit Enhancement Program (Public)	\$899,678	\$25,184	\$106,524	\$858,553	\$172,834
Environmental Enhancement Program	\$1,040,954	\$25,183	\$106,524	\$1,066,137	\$106,524
TOTALS	\$15,974,411	\$645,318	\$2,729,687	\$16,553,421	\$2,795,997

City of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$7,260,735	\$256,251	\$1,106,527	\$6,125,197	\$1,962,806
Safe Routes to School & Jobs (Local)	\$1,341,150	\$228,063	\$984,809	\$1,295,000	\$782,418
Transit Enhancement Program (Public)	\$402,360	\$20,499	\$88,522	\$0	\$468,537
Environmental Enhancement Program	\$117,942	\$20,500	\$88,522	\$93,000	\$91,123
TOTALS	\$9,122,187	\$525,313	\$2,268,380	\$7,513,197	\$3,304,884

City of Chowchilla

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$74,423	\$48,477	\$211,918	\$284,820	\$49,998
Safe Routes to School & Jobs (Local)	\$376,061	\$43,145	\$188,607	\$208,281	\$399,530
Transit Enhancement Program (Public)	\$22,801	\$3,878	\$16,953	\$24,392	\$19,239
Environmental Enhancement Program	\$22,801	\$3,878	\$16,953	\$0	\$43,632
TOTALS	\$496,086	\$99,378	\$434,431	\$517,493	\$512,399

LOCAL AGENCY ANNUAL EXPENDITURE PLANS

The 20-year measure funding is expected to generate approximately a total of \$204,000,000. A majority of this amount is allocated as pass through funds to the local jurisdictions based on population size. Figure 1 indicates the population percentage of each local jurisdiction for this fiscal year. For FY 2021-22 a total of \$10,600,000 is estimated to be allocated to each jurisdiction. Figure 2 indicates the amount that will be allocated to each jurisdiction, including the Madera County Transportation Authority.

Figure 1

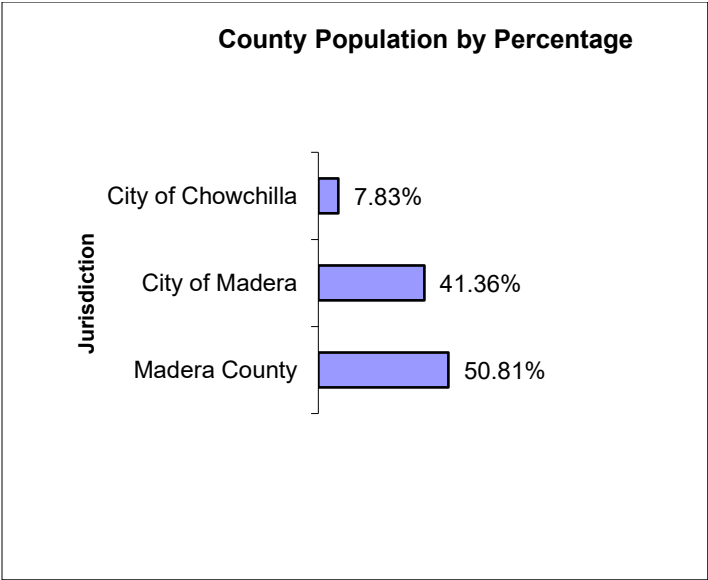
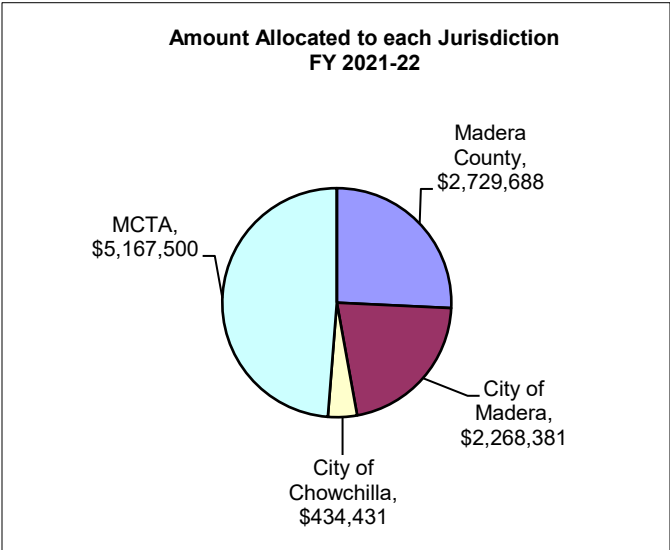


Figure 2



The following pages indicate how each jurisdiction is planning to spend their 2021-22 allocation.

Madera County Transportation Authority

Measure T Annual Expenditure Plan
Fiscal Year 2021-22



<u>Commute Corridors/Farm to Market (Regional)</u>			<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>
<u>Regional Streets and Highways Program</u>			\$2,614,877	\$612,741	\$2,756,000	\$0	\$5,983,618
Project	Environmental Studies & Permits	Right of Way	Plans, Specifications, & Estimates	Construction	Misc.	Total	
SR 41 Passing Lanes						\$ 0	
SR 99 / Ave 12 Interchange						\$ 0	
Oakhurst Mid-Town Connector				\$ 3,418,500		\$ 3,418,500	
Bond Debt Service					\$ 1,542,732	\$ 1,542,732	
Reserve for Next Fiscal Year						\$ 1,022,386	
			Total Projects			\$ 5,983,618	
			Balance			\$ -	

<u>Administration/Planning Program</u>		<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Other</u>	<u>Available</u>
<u>MCTA</u>		\$4,167	\$24,780	\$106,000	\$460,095	\$595,042
Project	Budget					
Salaries & Benefits	\$ 63,542					
Audits, Fin. Asst.	\$ 25,000					
MCTA Conf/Travel/Other	\$ 466,500					
General Proj Dev Costs	\$ 40,000					
Total Projects	\$ 595,042					
Balance	\$ -					

Other Funds Allocated to MCTA

	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>	
<u>Other Funds (Flexible, Impact Fees, Local)</u>	\$2,496,417	\$0	\$2,305,500	\$0	\$4,801,917	
<u>Project</u>	<u>Environmental Studies & Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, & Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
SR 233 Interchange	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 41 Passing Lanes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR99 Widening – Ave 12 to 17	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ 1,000
Oakhurst Mid-Town Connector	\$ -	\$ -	\$ -	\$ 2,529,500	\$ -	\$ 2,529,500
Bond Debt Service					\$ 736,808	\$ 736,808
Reserve for Next Fiscal Year						\$ 1,534,609

Total Projects \$ 4,801,917
 Balance \$ -

	<u>Environmental Studies & Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, & Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
County of Madera				\$ 2,529,500		\$ 2,529,500
Flexible Account						\$ -
Impact Fees						\$ -
Local Funds						\$ -
City of Madera		\$ 1,000				\$ 1,000
Flexible Account						\$ -
Impact Fees						\$ -
Local Funds						\$ -
City of Chowchilla						\$ -
Flexible Account						\$ -
Impact Fees						\$ -
Local Funds						\$ -

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

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

Measure T 2021-22 Annual Work Program

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

	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Later</u>	<u>Total</u>
Oakhurst Mid-Town Connector								
<i>Measure T Regional</i>			\$ 228,500			\$ 651,500	\$ 6,572,500	\$ 7,452,500
<i>Flexible Program</i>	\$ 300,000	\$ 610,000	\$ 228,500			\$ 1,556,500	\$ 4,872,500	\$ 7,567,500
Local Partnership Program							\$ 5,000,000	\$ 5,000,000
								\$ 20,020,000
SR 233 Interchange Improvements								
<i>Measure T Regional</i>							\$ 7,600,000	\$ 7,600,000
<i>Flexible Program</i>	\$ 300,000	\$ 900,000				\$ 600,000	\$ 3,100,000	\$ 4,900,000
<i>Other</i>							\$ 3,600,000	\$ 3,600,000
								\$ 16,100,000
Road 200 Phase III								
<i>Measure T Regional</i>							\$ 2,700,000	\$ 2,700,000
<i>Flexible Program</i>							\$ 2,800,000	\$ 2,800,000
<i>Other</i>							\$ 2,690,000	\$ 2,690,000
								\$ 8,190,000
Ave 7 Reconstruction								
<i>Measure T Regional</i>							\$ 1,427,500	\$ 1,427,500
<i>Flexible Program</i>							\$ 952,500	\$ 952,500
<i>Other</i>							\$ 6,558,000	\$ 6,558,000
								\$ 8,938,000
Cleveland Avenue Widening								
Measure T Regional							\$ 1,600,000	\$ 1,600,000
Flexible Program							\$ 1,800,000	\$ 1,800,000
Other							\$ 350,000	\$ 350,000
								\$ 3,750,000
Gateway Avenue Widening								
Measure T Regional							\$ 2,940,000	\$ 2,940,000
Flexible Program							\$ 3,160,000	\$ 3,160,000
Other							\$ 2,500,000	\$ 2,500,000
								\$ 8,600,000
Measure T Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 0	\$ 2,808,000	\$ 39,525,000	\$ 44,900,000
Yearly Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 0	\$ 2,808,000	\$ 60,223,000	\$ 65,598,000

Measure T 2021-22 Annual Work Program

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County of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2021-22

<u>Commute Corridors/Farm to Market (Regional)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Rehab, Reconstruct, Maintenance Program</u>	\$9,173,053	\$314,789	\$1,331,555	\$10,819,397

<u>Project</u>	<u>Budget</u>
<i>Ave 26 Rehab (Reserve for FLAP match) – P6020</i>	\$ 2,900,000
<i>Road 200 Phase 3 Bridge – P6094</i>	\$ 4,487,842
<i>Road 23 Bridge (Match for HBP) – P6187</i>	\$ 200,000
<i>Ave 7 Rehab (Match for SB-1 LPP)</i>	\$ 1,700,000
<i>Road 30 N. of Ave 12 (Match for SB-1 LPP) – P6361&6068</i>	\$ 150,000
<i>Pavement Management System</i>	\$ 50,000
Total Projects	\$ 10,819,397
<i>Balance</i>	\$ 1,331,555

<u>Safe Routes to School & Jobs (Local)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Street Maintenance Program</u>	\$2,664,457	\$163,690	\$692,409	\$3,520,556

<u>Project</u>	<u>Budget</u>
<i>Surface Treatment</i>	\$ 1,000,000
<i>Chip Seal</i>	\$ -
<i>Other Seals</i>	\$ -
<i>Misc. Road Maintenance</i>	\$ 1,828,148
<i>Reserve for Next Fiscal Year</i>	\$ 692,409
Total Projects	\$ 3,520,557
<i>Balance</i>	\$ -

<u>County Maintenance Districts</u>	\$1,930,299	\$110,176	\$466,044	\$2,506,520
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<u>Project</u>	<u>Budget</u>
<i>Surface Match Treatment</i>	\$ 1,000,000
<i>Chip Seal</i>	\$ -
<i>Misc. Road Maintenance</i>	\$ 1,040,475
<i>Reserve for Next Fiscal Year</i>	\$ 466,044
Total Projects	\$ 355,681
<i>Balance</i>	\$ -

Measure T 2021-22 Annual Work Program

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Flexible Program \$0 \$0 \$1,158,453

Project	Budget
MCTA Impound for Matching	\$ 1,158,453
Total Projects	\$ 1,158,453
<i>Balance</i>	\$ -

ADA Compliance \$265,970 \$6,296 \$26,631 **\$298,897**

Project	Budget
Project Match	\$ 272,266
Reserve for Next Fiscal Year	\$ 26,631
Total Projects	\$ 298,897
<i>Balance</i>	\$ -

Transit Enhancement Program (Public) Carryover Excess Allocation Available
 \$785,509 \$23,044 \$97,470 **\$906,023**

Project	Budget
Transit Administration/Project Match	\$ 808,553
Reserve for Next Fiscal Year	\$ 97,470
Total Projects	\$ 906,023
<i>Balance</i>	\$ -

ADA / Seniors / Paratransit \$114,169 \$2,141 \$9,055 **\$125,364**

Project	Budget
Project Match P6361 & 6068	\$ 50,000
Reserve for Next Fiscal Year	\$ 75,364
Total Projects	\$ 125,364
<i>Balance</i>	\$ -

Environmental Enhancement Program Carryover Excess Allocation Available
Total for all Sub-programs \$1,040,954 \$25,183 \$106,524 **\$1,172,661**

Project	Budget
CMAQ Projects Match	\$ 1,066,137
Reserve for Next Fiscal Year	\$ 106,524
Total Projects	\$ 1,172,661
<i>Balance</i>	\$ -

City of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2021-22

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

Rehab, Reconstruct, Maintenance Program \$8,383,970 \$256,251 \$1,106,527 **\$9,746,748**

Project	Budget
Olive Ave. Widening – Gateway to Knox, R-10	\$ 4,860,796
2020-21 City Streets 3R & ADA Project, R-77	\$ 330,000
2020-21 Seals/Overlays – R-78	\$ 300,000
2021-22 Seals/Overlays – R-79	\$ 1,250,000
Almond Ave Extension – Pine to Stadium, R-82	\$ 500,000
Traffic Study – Almond/Pine/Stadium, R-87	\$ 120,000
4 th Street Tree Replacement, Pine to K – R-0025X	\$ 22,326
Granada Drive/Howard Road Traffic Signal, TS-17	\$ 223,257
Total Projects	\$ 7,408,119
Balance	\$ 2,338,629

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

Street Maintenance Program \$1,120,963 \$133,250 \$575,394 **\$1,829,608**

Project	Budget
Overlays	\$ 175,000
Chip Seal	\$ 600,000
Other Seals: RMRA Seals/Overlays R-77	\$ 95,951
Patching/Street Maintenance	\$ 100,000
Reserve for Next Fiscal Year	\$ -
Total Projects	\$ 970,951
Balance	\$ 858,657

Supplemental Street Maintenance Program \$719,768 \$89,688 \$387,285 **\$1,196,740**

Project	Budget
Overlays	\$ -
Surface Seal, General Maintenance	\$ -
Other Seals	\$ -
Patching/Street Maintenance	\$ 400,000
Other: Sidewalk/ADA	\$ 95,000
Reserve for Next Fiscal Year	\$ -
Total Projects	\$ 495,000
Balance	\$ 701,740

Measure T 2021-22 Annual Work Program

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Flexible Program

\$0

\$0

\$962,679

Item 10-10-B.

Project	Budget
MCTA Impound for matching	\$ 962,679
Total Projects	\$ 962,679
Balance	\$ -

ADA, Seniors, Paratransit

\$132,590

\$5,125

\$22,130

\$159,845

Project	Budget
ADA Walkability/Sidewalks Program, R-64	\$ 20,000
Pedestrian Facilities Various Locations, R-84	\$ 42,865
Lily St & Vineyard Pedestrian Facilities, R-85	\$ 5,092
Total Projects	\$ 67,957
Balance	\$ 91,888

Transit Enhancement Program

Carryover

Excess

Allocation

Available

\$411,366

\$18,756

\$80,998

\$511,120

Project	Budget
	\$ -
Total Projects	\$ -
Balance	\$ 511,120

ADA / Seniors / Paratransit

\$89,355

\$1,742

\$7,524

\$98,622

Project	Budget
	\$ -
Total Projects	\$ -
Balance	\$ 98,622

Environmental Enhancement Program

Carryover

Excess

Allocation

Available

Total for all Sub-programs

\$243,800

\$20,500

\$88,522

\$352,822

Project	Budget
Environmental Enhancement Projects	\$ 190,500
Total Projects	\$ 190,500
Balance	\$ 162,322

City of Chowchilla

Measure T Annual Expenditure Plan
Fiscal Year 2021-22

<u>Commute Corridors/Farm to Market (Regional)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Rehab, Reconstruct, Maintenance Program</u>	\$74,423	\$48,477	\$211,918	\$334,818
Project	Budget			
<i>Humboldt Storm Drain Project</i>	\$ 52,715			
<i>Road 16 Rehabilitation</i>	\$ 232,105			
Total Projects	<u>\$ 284,820</u>			
<i>Balance</i>	\$ 49,998			

<u>Safe Routes to School & Jobs (Local)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Street Maintenance Program</u>	\$148,212	\$25,208	\$110,197	\$283,617
Project	Budget			
<i>Overlays</i>	\$ -			
<i>Chip Seal</i>	\$ -			
<i>Other Seals</i>	\$ -			
<i>Patching/Street Maintenance/Operations</i>	\$ 117,971			
<i>Equipment/Asphalt Roller</i>	\$ -			
<i>Reserve for Next Fiscal Year</i>	\$ -			
Total Projects	<u>\$ 117,971</u>			
<i>Balance</i>	\$ 165,646			

<u>Supplemental Street Maintenance Program</u>	\$99,758	\$16,967	\$74,171	\$190,896
Project	Budget			
<i>Overlays</i>	\$ -			
<i>Chip Seal</i>	\$ -			
<i>Other Seals</i>	\$ -			
<i>Patching/Street Maintenance/Operations</i>	\$ 79,403			
<i>Reserve for Next Fiscal Year</i>	\$ -			
Total Projects	<u>\$ 79,403</u>			
<i>Balance</i>	\$ 111,493			

Flexible Program \$122,391 \$0 \$184,368

Project	Budget
<i>Impound for MCTA Matching Projects</i>	\$ 184,368
<i>Reserve for future projects</i>	\$ 122,391
Total Projects	\$ 306,759
<i>Balance</i>	\$ -

ADA Compliance \$5,700 \$969 \$4,238 **\$10,907**

Project	Budget
<i>Humboldt Storm Drain Project</i>	\$ 10,907
Total Projects	\$ 10,907
<i>Balance</i>	\$ -

Transit Enhancement Program (Public)	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
	\$20,863	\$3,548	\$15,512	\$39,923

Project	Budget
<i>CATX Bus Purchase</i>	\$ 24,392
Total Projects	\$ 24,392
<i>Balance</i>	\$ 15,531

ADA / Seniors / Paratransit \$1,938 \$329 \$1,441 **\$3,708**

Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ 3,708
Total Projects	\$ 3,708
<i>Balance</i>	\$ -

Environmental Enhancement Program	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
Total for all Sub-programs	\$22,801	\$3,878	\$16,963	\$43,642

Project	Budget
<i>Reserve for future projects</i>	\$ 43,642
Total Projects	\$ 43,642
<i>Balance</i>	\$ -

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REPORTS

End of Year Reports

Madera County Transportation Authority



MEASURE T

2020-21 Expenditure Summary Madera County Transportation Authority

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commute Corridors/Farm to Market (Regional)	\$ 8,071,744.00	\$ 4,809,175.23	59.58%	\$ 3,262,568.77	\$ -
Safe Routes to School & Jobs (Local)	\$ 5,581,914.00	\$ 3,403,390.07	60.97%	\$ 2,178,523.93	\$ -
Administration	\$ 110,894.00	\$ 148,326.37	133.76%	\$ (37,432.37)	\$ -
	\$ 13,764,552.00	\$ 8,360,891.67	<u>60.74%</u>		

MEASURE T

2020-21 Expenditure Detail Madera County Transportation Authority

Program		20-21 "T" Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
Commute Corridors/Farm to Market		\$ 8,071,744.00	\$ 4,809,175.23	59.58%	\$ 3,262,568.77	\$ -	
<i>Regional Streets & Highways Program</i>							
1	Oakhurst Mid-Town Connector	\$ 6,572,500.00	\$ 3,309,931.23	50.36%	\$ 3,262,568.77	\$ -	
2	PS&E	\$ -	\$ -	0.00%	\$ -		
3	ROW	\$ -	\$ 146,788.57	#DIV/0!	\$ (146,788.57)		
4	CON	\$ 6,572,500.00	\$ 3,163,142.66	48.13%	\$ 3,409,357.34		
1		\$ -	\$ -	0.00%	\$ -	\$ -	
2	PS&E	\$ -	\$ -	0.00%	\$ -		
3	ROW		\$ -	0.00%	\$ -		
4	CON	\$ -	\$ -	0.00%	\$ -		
1	Debt Service	\$ 1,499,244.00	\$ 1,499,244.00	100.00%	\$ -	\$ -	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ -	
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ -	\$ -	0.00%	\$ -	\$ -	
Safe Routes to School & Jobs		\$ 5,581,914.00	\$ 3,403,390.07	60.97%	\$ 2,178,523.93	\$ -	
1	<i>Flexible</i>	\$ 5,581,914.00	\$ 3,403,390.07	60.97%	\$ 2,178,523.93	\$ -	
Administration		\$ 110,894.00	\$ 148,326.37	133.76%	\$ (37,432.37)	\$ -	
1	<i>Salaries & Benefits</i>	\$ 50,894.00	\$ 88,307.69	173.51%	\$ (37,413.69)	\$ -	
2	<i>Fin Asst/Audits</i>	\$ 24,000.00	\$ 24,760.00	103.17%	\$ (760.00)	\$ -	
3	<i>Other</i>	\$ 26,000.00	\$ 22,778.43	87.61%	\$ 3,221.57	\$ -	
	<i>General Proj Dev Costs</i>	\$ 10,000.00	\$ 12,480.25	124.80%	\$ (2,480.25)		

End of Year Reports

County of Madera

MEASURE T

2020-21 Expenditure Summary County of Madera

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commute Corridors/Farm to Market (Regional)	\$ 9,095,115.00	\$ 189,040.29	2.08%	\$ 8,906,074.71	\$ -
Safe Routes to School & Jobs (Local)	\$ 4,291,418.00	\$ 787,159.23	18.34%	\$ 3,504,258.77	\$ -
Transit Enhancement (Public)	\$ 847,578.00	\$ 4,553.13	0.54%	\$ 843,024.87	\$ -
Environmental Enhancement	\$ 981,271.00	\$ -	0.00%	\$ 981,271.00	\$ -

\$ 15,215,382.00 \$ 980,752.65 **6.45%**

MEASURE T

2020-21 Expenditure Detail

County of Madera

	19-20 Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
Commute Corridors/Farm to Market	\$ 8,051,920.00	\$ 204,553.29	2.54%	\$ 7,847,366.71	\$ -	
<i>Regional Rehab</i>						
1 Avenue 26 rehab (FLAP Match)	-	62,780.59	#DIV/0!	(62,780.59)	-	
2 PS&E		62,780.59	#DIV/0!	(62,780.59)	-	
3 ROW		-	0.00%	-	-	
4 CON		-	0.00%	-	-	
1 Road 200 Phase 3 Bridge	-	15,513.00	#DIV/0!	(15,513.00)	-	
2 PS&E		-	0.00%	-	-	
3 ROW		-	0.00%	-	-	
4 Mitigation		15,513.00	#DIV/0!	(15,513.00)	-	
1 Pavement Mgt. System	-	-	0.00%	-	-	
2 PS&E		-	0.00%	-	-	
3 ROW		-	0.00%	-	-	
4 CON		-	0.00%	-	-	
1 Road 23 Bridge	-	126,259.70	#DIV/0!	(126,259.70)	-	
2 PS&E		126,259.70	#DIV/0!	(126,259.70)	-	
3 ROW		-	0.00%	-	-	
4 CON	-	-	0.00%	-	-	
Safe Routes to School & Jobs	\$ 4,291,418.00	\$ 787,159.23	18.34%	\$ 3,504,258.77	\$ -	
1 Street Maintenance	2,213,535.00	780,822.79	35.27%	1,432,712.21	-	
2 Overlays		50,399.64	#DIV/0!	(50,399.64)	-	
3 Chip Seals		246.01	#DIV/0!	(246.01)	-	
4 Other Seals	-	-	0.00%	-	-	
5 Patching (Misc)	-	730,177.14	#DIV/0!	(730,177.14)	-	
1 Supplemental Street Maint.	1,826,960.00	6,336.44	0.35%	1,820,623.56	-	
2 Overlays	-	-	0.00%	-	-	
3 Chip Seals	-	-	0.00%	-	-	
4 Other Seals	-	-	0.00%	-	-	
5 Patching (Misc)	-	-	0.00%	-	-	
6 Other	-	6,336.44	#DIV/0!	(6,336.44)	-	
1 Flexible	-	-	0.00%	-	-	
2 Overlays	-	-	0.00%	-	-	
3 Chip Seals	-	-	0.00%	-	-	
4 Other Seals	-	-	0.00%	-	-	
5 Patching (Misc)	-	-	0.00%	-	-	
6 Other	-	-	0.00%	-	-	
1 ADA Compliance-Sidewalk Repair	250,923.00	-	0.00%	250,923.00	-	
Transit Enhancement	\$ 847,578.00	\$ 4,553.13	0.54%	\$ 843,024.87	\$ -	
1 TEP	739,051.00	4,553.13	0.62%	734,497.87	-	
2 Operating - Service Expansion	-	-	0.00%	-	-	
3 Bus Shelters Capital Enhancements	-	-	0.00%	-	-	
4 CNG Fueling System	-	-	0.00%	-	-	
5 Other Public Transit-Related Projects	-	4,553.13	#DIV/0!	(4,553.13)	-	
ADA/Seniors/Paratransit	108,527.00	-	0.00%	108,527.00	-	
Environmental Enhancement	\$ 981,271.00	\$ -	0.00%	\$ 981,271.00	\$ -	
1 Air Quality	-	-	0.00%	-	-	
2 Bicycle/Pedestrian Facilities	-	-	0.00%	-	-	
3 Car/Van Pools	-	-	0.00%	-	-	
4 ADA Concrete Projects	-	-	0.00%	-	-	

End of Year Reports

City of Madera

MEASURE T

2020-21 Expenditure Summary City of Madera

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commuter Corridors/Farm to Market (Regional)	\$ 6,125,197.00	\$ 363,388.01	5.93%	\$ 5,761,808.99	\$ 1,230,200.36
Safe Routes to School & Jobs (Local)	\$ 1,437,957.00	\$ 935,797.08	65.08%	\$ 502,159.92	\$ -
Transit Enhancement (Public)	\$ -	\$ 11,881.38	#DIV/0!	\$ (11,881.38)	\$ -
Environmental Enhancement	\$ 93,000.00	\$ 141,905.49	152.59%	\$ (48,905.49)	\$ 92.52

\$ 7,656,154.00 \$ 1,452,971.96 18.98%

MEASURE T

2020-21 Expenditure Detail
City of Madera

Item 10-10-B.

		19-20 Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
Commuter Corridors/Farm to Market		\$ 6,125,197.00	\$ 363,388.01	5.93%	\$ 5,761,808.99	\$ 1,230,200.36	
<i>Regional Rehab</i>							
1	Olive Ave Widening Gateway to Knox; R-10	\$ 4,766,940.00	\$ 292,122.77	6.13%	\$ 4,474,817.23	\$ 446,739.82	
2	PS&E	\$ 77,500.00	112,058.97	144.59%	(34,558.97)	434,857.07	RSTP
3	ROW	\$ 106,500.00	-	0.00%	106,500.00	11,882.75	LTF
4	CON	\$ 4,582,940.00	180,063.80	3.93%	4,402,876.20	-	
1	Granada Dr/Howard Rd Traffic Signal; TS-17	\$ 223,257.00	\$ 12,376.48	5.54%	\$ 210,880.52	\$ 279,309.72	
2	PS&E	-	-	0.00%	-	279,309.72	DIF - Traffic Signals
3	ROW	\$ -	11,521.50	#DIV/0!	(11,521.50)	-	
4	CON	\$ 223,257.00	854.98	0.38%	222,402.02	-	
1	2020-21 City Streets 3R & ADA Project; R-71	\$ 355,000.00	\$ 58,473.41	16.47%	\$ 296,526.59	\$ -	
2	PS&E	\$ -	6,934.44	#DIV/0!	(6,934.44)	-	
3	ROW	-	-	0.00%	-	-	
4	CON	\$ 355,000.00	51,538.97	14.52%	303,461.03	-	
1	Almond Ave Extension - Pine to Stadium, R-82	\$ 500,000.00	\$ -	0.00%	\$ 500,000.00	\$ -	
2	PS&E	\$ 33,500.00	-	0.00%	33,500.00	-	
3	ROW	\$ 133,000.00	-	0.00%	133,000.00	-	
4	CON	\$ 333,500.00	-	0.00%	333,500.00	-	
1	Howard Road/Westberry Traffic Signal, TS-19	\$ 150,000.00	\$ 415.35	0.28%	\$ 149,584.65	\$ 504,150.82	
2	PS&E	\$ -	415.35	#DIV/0!	(415.35)	361,992.76	CMAQ
3	ROW	-	-	0.00%	-	140,568.06	DIF - Traffic Signals
4	CON	\$ 150,000.00	-	0.00%	150,000.00	1,590.00	LTF
1	Almond/Pine/Stadium Traffic Study, R-87	\$ 130,000.00	\$ -	0.00%	\$ 130,000.00	\$ -	
2	PS&E	\$ 130,000.00	-	0.00%	130,000.00	-	
3	ROW	-	-	0.00%	-	-	
4	CON	-	-	0.00%	-	-	
1		\$ -	\$ -	0.00%	\$ -	\$ -	
2	PS&E	-	-	0.00%	-	-	
3	ROW	-	-	0.00%	-	-	
4	CON	-	-	0.00%	-	-	
Safe Routes to School & Jobs		\$ 1,342,957.00	\$ 935,797.08	69.68%	\$ 407,159.92	\$ -	
1	<i>Street Maintenance</i>	\$ 875,000.00	\$ 586,810.32	67.06%	\$ 288,189.68	\$ -	
2	Overlays	175,000.00	-	0.00%	175,000.00	-	
3	Chip Seals	600,000.00	516,374.04	86.06%	83,625.96	-	
4	Other Seals	-	-	0.00%	-	-	
5	Patching (Misc)	100,000.00	70,436.28	70.44%	29,563.72	-	
1	<i>Supplemental Street Maint.</i>	\$ 400,000.00	\$ 347,559.00	86.89%	\$ 52,441.00	\$ -	
2	Overlays	-	-	0.00%	-	-	
3	Chip Seals	-	-	0.00%	-	-	
4	Other Seals	-	-	0.00%	-	-	
5	Patching (Misc)	400,000.00	347,559.00	86.89%	52,441.00	-	
6	Other	-	-	0.00%	-	-	
1	<i>Flexible</i>	\$ -	\$ -	0.00%	\$ -	\$ -	
2	Overlays	-	-	0.00%	-	-	
3	Chip Seals	-	-	0.00%	-	-	
4	Other Seals	-	-	0.00%	-	-	
5	Patching (Misc)	-	-	0.00%	-	-	
6	Other	-	-	0.00%	-	-	
1	<i>ADA Compliance-Sidewalk Repair</i>	\$ 67,957.00	\$ 1,427.76	2.10%	\$ 66,529.24	\$ -	
Transit Enhancement		\$ -	\$ 11,881.38	#DIV/0!	\$ (11,881.38)	\$ -	
1	TEP	\$ -	\$ 11,881.38	#DIV/0!	\$ (11,881.38)	\$ -	
2	Operating - Service Expansion	-	-	0.00%	-	-	
3	Bus Shelters Capital Enhancements	-	-	0.00%	-	-	
4	CNG Fueling System	-	-	0.00%	-	-	
5	Other Public Transit-Related Projects	-	11,881.38	#DIV/0!	(11,881.38)	-	
	ADA/Seniors/Paratransit	\$ -	\$ -	0.00%	\$ -	\$ -	
Environmental Enhancement		\$ 93,000.00	\$ 141,905.49	152.59%	\$ (48,905.49)	\$ 92.52	
1	Air Quality	25,000.00	2,068.43	8.27%	22,931.57	-	
2	Bicycle/Pedestrian Facilities	43,000.00	139,837.06	325.20%	(96,837.06)	92.52	CMAQ
3	Car/Van Pools	-	-	0.00%	-	-	
4	ADA Concrete Projects	25,000.00	-	0.00%	25,000.00	-	

MEASURE T

2020-21 Program Notes
City of Madera

Commute Corridors/Farm to Market		
	<i>Regional Rehab</i>	
1		
2	PS&E	
3	ROW	
4	CON	
1		
2	PS&E	
3	ROW	
4	CON	
1		
2	PS&E	
3	ROW	
4	CON	
1		
2	PS&E	
3	ROW	
4	CON	
Safe Routes to School & Jobs		
	<i>Street Maintenance</i>	
1	Overlays	
2	Chip Seals	
3	Other Seals	R-000076 Seal & Overlay Project, Transfers to Streets Department
4	Patching	PK-08 Pedestrian undercrossing
5		
	<i>Supplemental Street Maint.</i>	
1	Overlays	
2	Chip Seals	
3	Other Seals	Transfers to Streets Department
4	Patching	
5	Other	
6		
	<i>Flexible</i>	
1	Overlays	
2	Chip Seals	
3	Other Seals	
4	Patching	
5	Other	
6		
1	<i>ADA Compliance</i>	R-000073 Washington School Sidewalk Project
Transit Enhancement		
	<i>TEP</i>	
1	Operating - Service Expansion	
2	Capital - Buses	
3	Facilities	
4	Other Public Transit-Related Projects	TRANS-01 Transit Center Enhancements
5		
1	<i>ADA/Seniors/Paratransit</i>	
Environmental Enhancement		
	<i>Air Quality</i>	Alley Paving Projects ALY-01 & ALY-03
1	Bicycle/Pedestrian Facilities	PK-08 - Pedestrian undercrossing / R-93 - Washington School sidewalk improvements
2	Car/Van Pools	
3	Other Air Quality Projects	
4		

End of Year Reports

City of Chowchilla

MEASURE T

2020-21 Expenditure Summary City of Chowchilla

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commute Corridors/Farm to Market (Regional)	\$ 120,500.00	\$ 32,344.25	26.84%	\$ 88,155.75	\$ -
Safe Routes to School & Jobs (Local)	\$ 717,434.00	\$ 166,537.30	23.21%	\$ 550,896.70	\$ -
Transit Enhancement (Public)	\$ 15,650.00	\$ 21,056.00	134.54%	\$ (5,406.00)	\$ -
Environmental Enhancement	\$ -	\$ -	0.00%	\$ -	\$ -

\$ 853,584.00 \$ 219,937.55 **25.77%**

MEASURE T

2020-21 Expenditure Detail
City of Chowchilla

Item 10-10-B.

	19-20 Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
Commute Corridors/Farm to Market	\$ 120,500.00	\$ 64,688.50	53.68%	\$ 55,811.50	\$ -	
<i>Regional Rehab</i>						
1 Humboldt Storm Drain Project	\$ 120,500.00	\$ 32,344.25	26.84%	\$ 88,155.75	\$ -	
2 PS&E	\$ 120,500.00	32,344.25	26.84%	88,155.75	-	
3 ROW		-	0.00%	-	-	
4 CON		-	0.00%	-	-	
1			0.00%	\$ -	\$ -	
2 PS&E		-	0.00%	-	-	
3 ROW		-	0.00%	-	-	
4 CON		-	0.00%	-	-	
1	\$ -	\$ -	0.00%	\$ -	\$ -	
2 PS&E		-	0.00%	-	-	
3 ROW		-	0.00%	-	-	
4 CON		-	0.00%	-	-	
1	\$ -	\$ -	0.00%	\$ -	\$ -	
2 PS&E		-	0.00%	-	-	
3 ROW		-	0.00%	-	-	
4 CON		-	0.00%	-	-	
Safe Routes to School & Jobs	\$ 717,434.00	\$ 166,537.30	23.21%	\$ 550,896.70	\$ -	
<i>Street Maintenance</i>	\$ 109,512.00	\$ 99,758.00	91.09%	\$ 9,754.00	\$ -	
2 Overlays	109,512.00	99,758.00	91.09%	9,754.00	-	
3 Chip Seals	-	-	0.00%	-	-	
4 Other Seals	-	-	0.00%	-	-	
5 Patching (Misc)	-	-	0.00%	-	-	
1 Supplemental Street Maint.	\$ 73,710.00	\$ -	0.00%	\$ 73,710.00	\$ -	
2 Overlays	-	-	0.00%	-	-	
3 Chip Seals	-	-	0.00%	-	-	
4 Other Seals	-	-	0.00%	-	-	
5 Patching (Misc)	73,710.00	-	0.00%	73,710.00	-	
6 Other	-	-	0.00%	-	-	
1 Flexible	\$ 530,000.00	\$ 66,779.30	12.60%	\$ 463,220.70	\$ -	
2 Overlays	-	-	0.00%	-	-	
3 Chip Seals	-	-	0.00%	-	-	
4 Other Seals	-	-	0.00%	-	-	
5 Patching (Misc)	-	-	0.00%	-	-	
6 Other	530,000.00	66,779.30	12.60%	463,220.70	-	
1 ADA Compliance-Sidewalk Repair	\$ 4,212.00	\$ -	0.00%	\$ 4,212.00	\$ -	
Transit Enhancement	\$ 15,650.00	\$ 21,056.00	134.54%	\$ (5,406.00)	\$ -	
1 TEP	\$ 15,412.00	\$ 20,863.00	135.37%	\$ (5,451.00)	\$ -	
2 Operating - Service Expansion	15,412.00	20,863.00	135.37%	(5,451.00)	-	
3 Bus Shelters Capital Enhancements	-	-	0.00%	-	-	
4 CNG Fueling System	-	-	0.00%	-	-	
5 Other Public Transit-Related Projects	-	-	0.00%	-	-	
ADA/Seniors/Paratransit	\$ 238.00	\$ 193.00	81.09%	\$ 45.00	\$ -	
Environmental Enhancement	\$ -	\$ -	0.00%	\$ -	\$ -	
1 Air Quality	-	-	0.00%	-	-	
2 Bicycle/Pedestrian Facilities	-	-	0.00%	-	-	
3 Car/Van Pools	-	-	0.00%	-	-	
4 ADA Concrete Projects	-	-	0.00%	-	-	

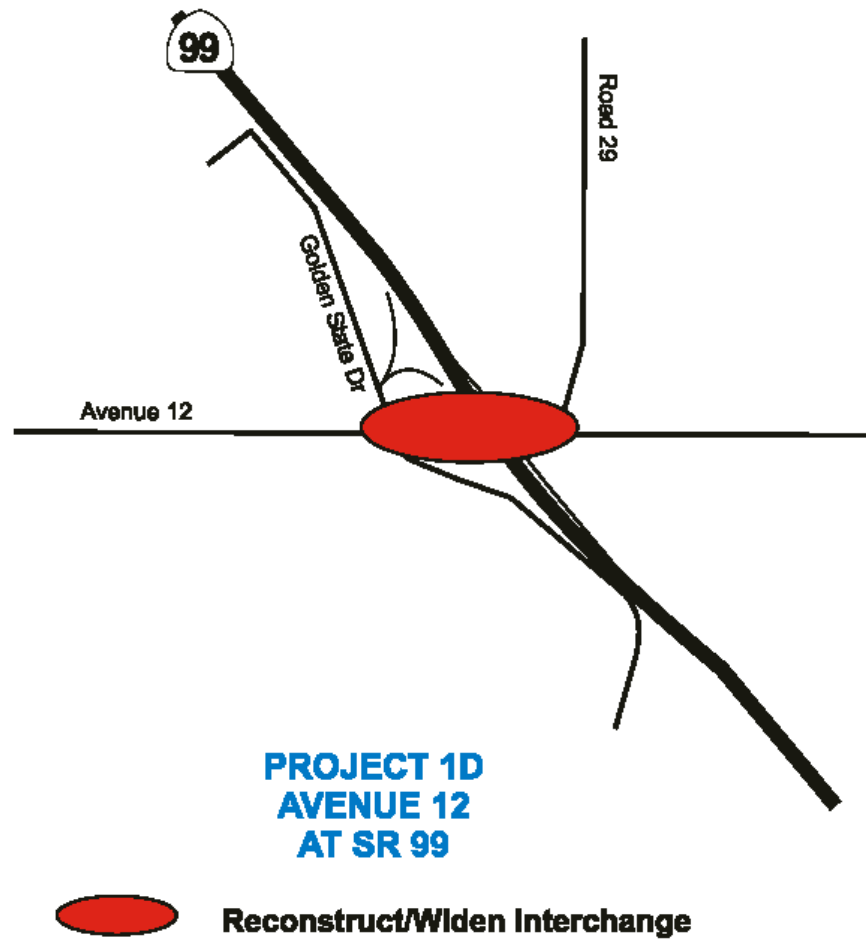
Other Reports

Measure T Fiscal Year Receipts from BOE

Year	Month	Monthly Advance	Adjust to Actual	Quarterly Interest	Monthly Totals	Misc Revenues	Annual Proceeds	Misc Expenditures	Net Proceeds	BOE Admin Fee
2020	Jul	783,900	252,286.60		1,036,186.60					
	Aug	-	1,223,350.87		1,223,350.87					
	Sep	745,800	267,392.50	9,972.05	1,023,164.55					22,000
	Oct	663,700	441,746.80		1,105,446.80					
	Nov	-	1,159,043.83		1,159,043.83					
	Dec	688,000	168,313.96	2,916.31	859,230.27					22,000
2021	Jan	621,300	204,566.84		825,866.84					
	Feb	-	1,346,218.61		1,346,218.61					
	Mar	661,500	213,093.28	2,081.34	876,674.62					22,000
	Apr	608,000	383,758.07		991,758.07					
	May	-	1,274,835.98		1,274,835.98					
	Jun	956,800	208,584.08	729.49	1,166,113.57					23,660
		5,729,000.00	7,143,191.42	15,699.19	12,887,890.61	-	12,887,890.61	-	12,887,890.61	89,660

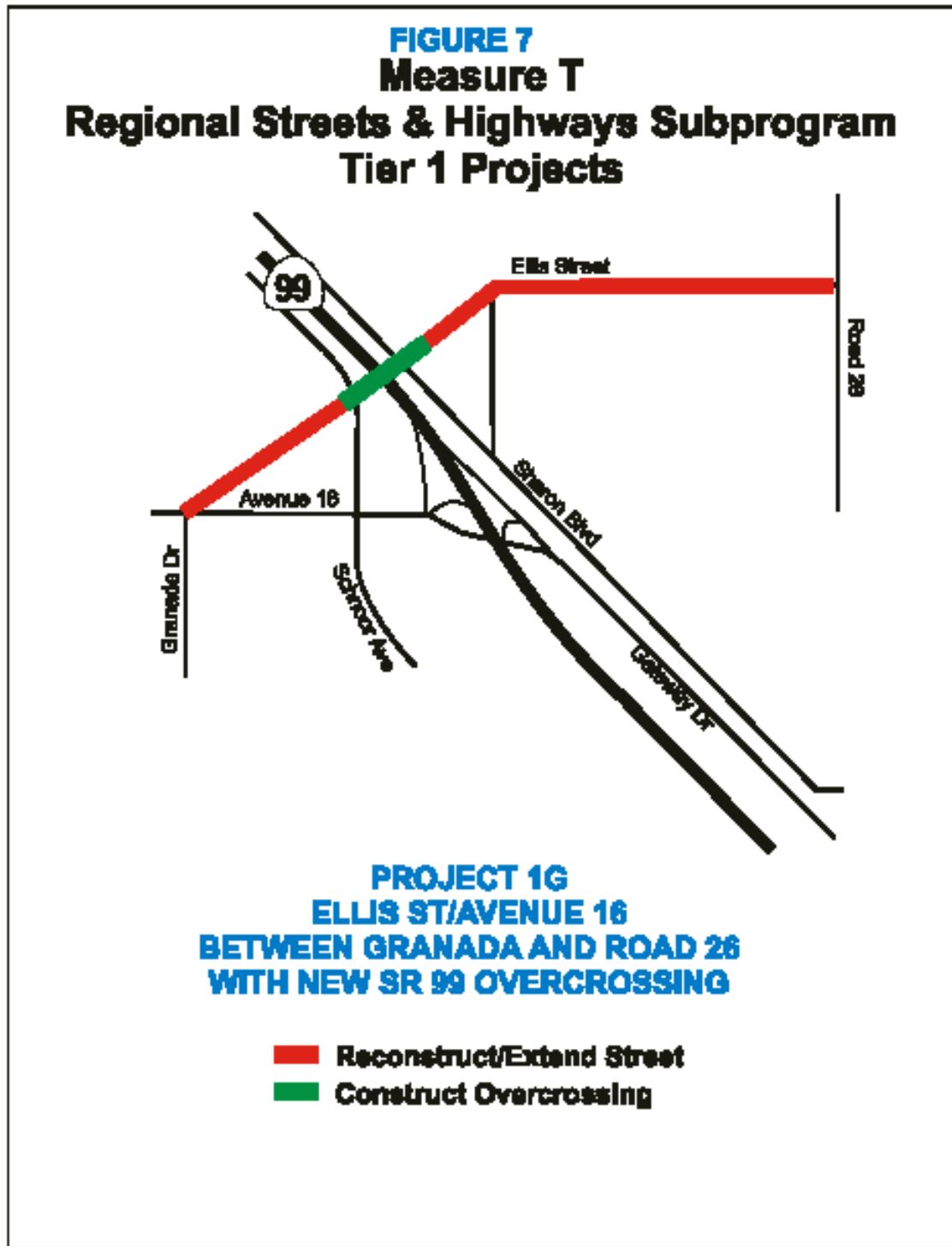
APPENDIX

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



VRPA Technologies, Inc.

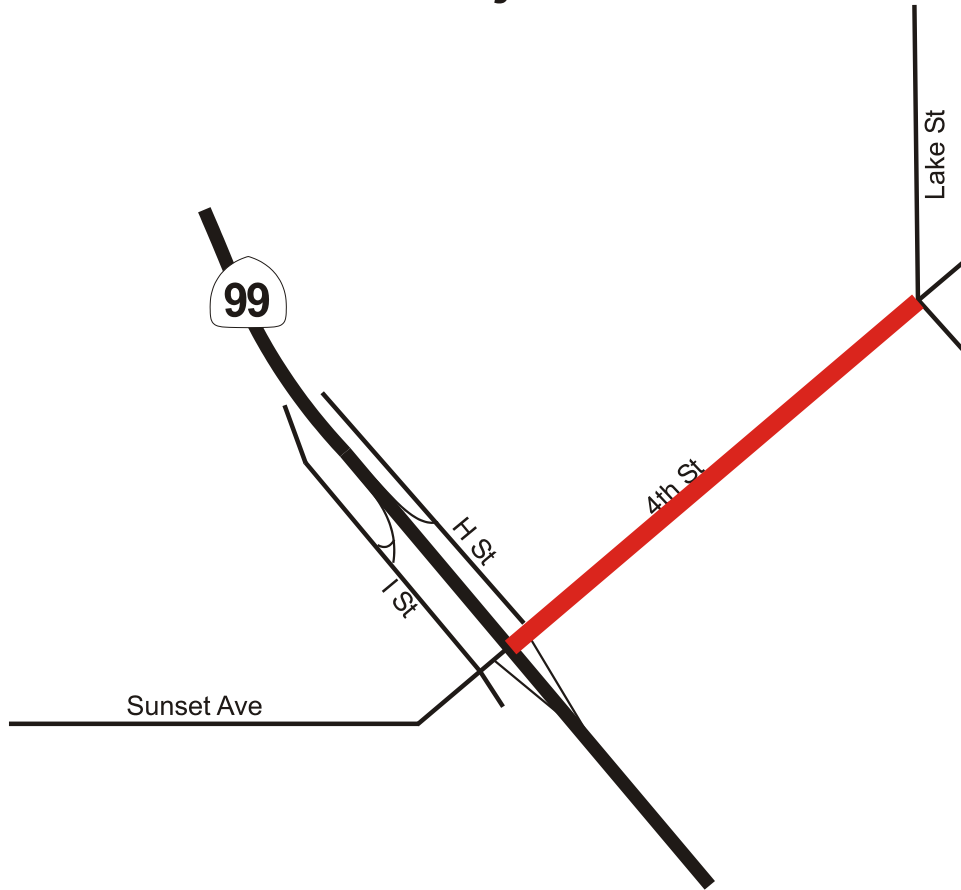
Map of Avenue 12 Interchange Project



VRPA Technologies, Inc.

Map of Ellis Street Overcrossing Project

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

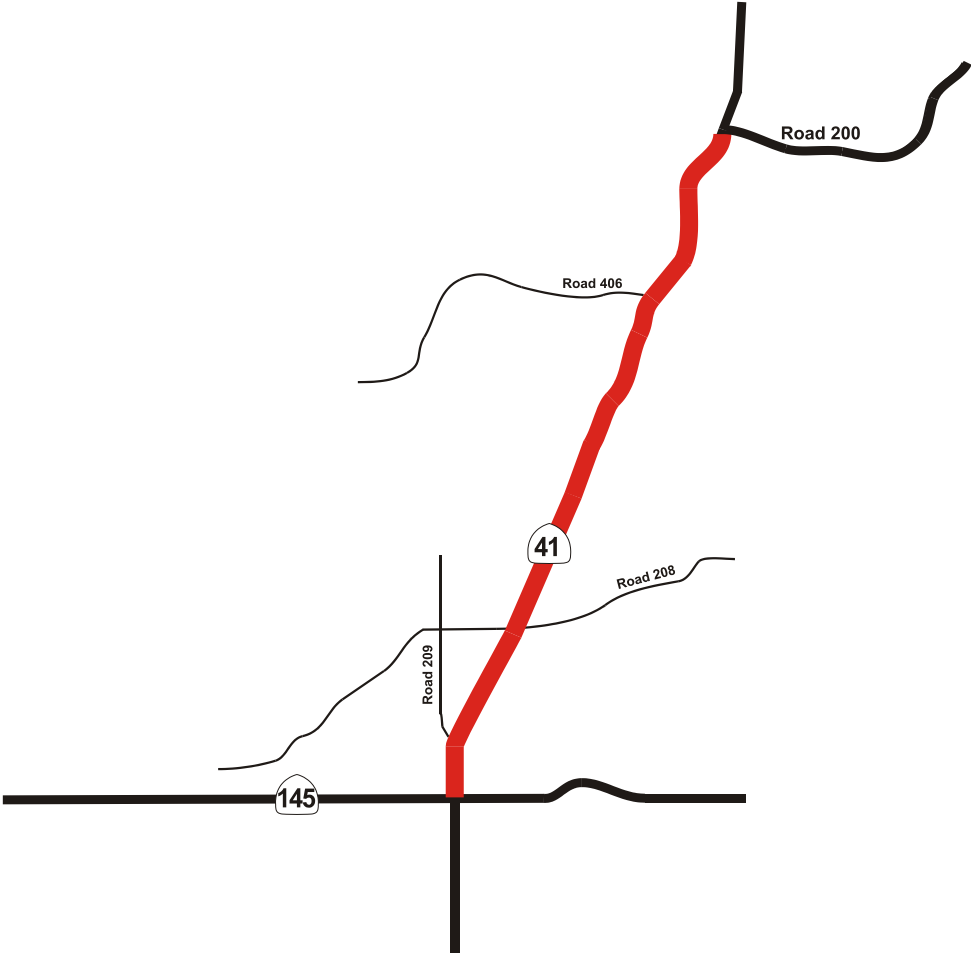


PROJECT 1N 4TH AVENUE BETWEEN SR 99 AND LAKE ST

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

Map of 4th Street Widening

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



PROJECT 1A
SR 41
BETWEEN SR 145 AND ROAD 200

■ Construct Passing Lanes

Map of SR 41 Passing Lanes

Map of Oakhurst Mid-Town Connector

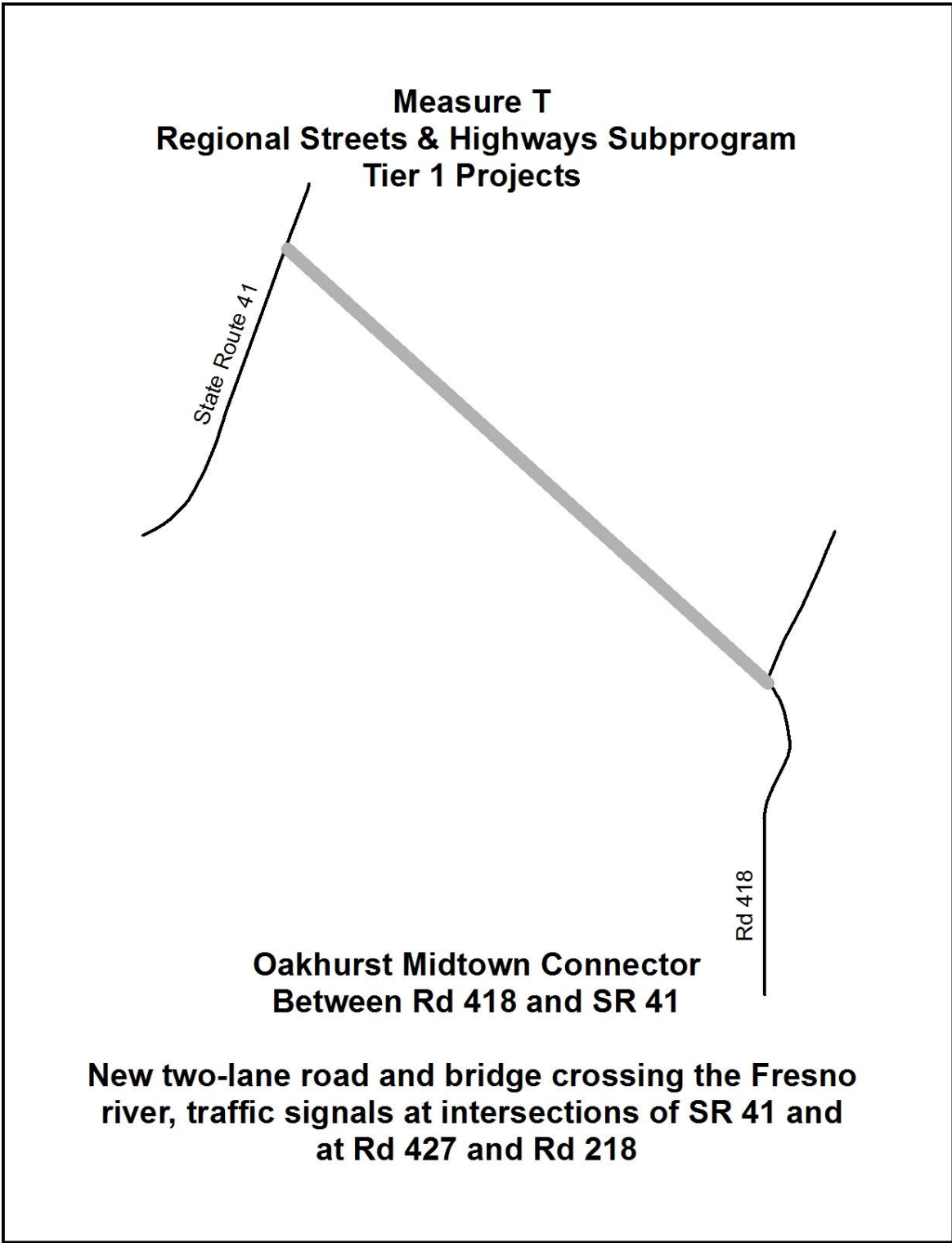
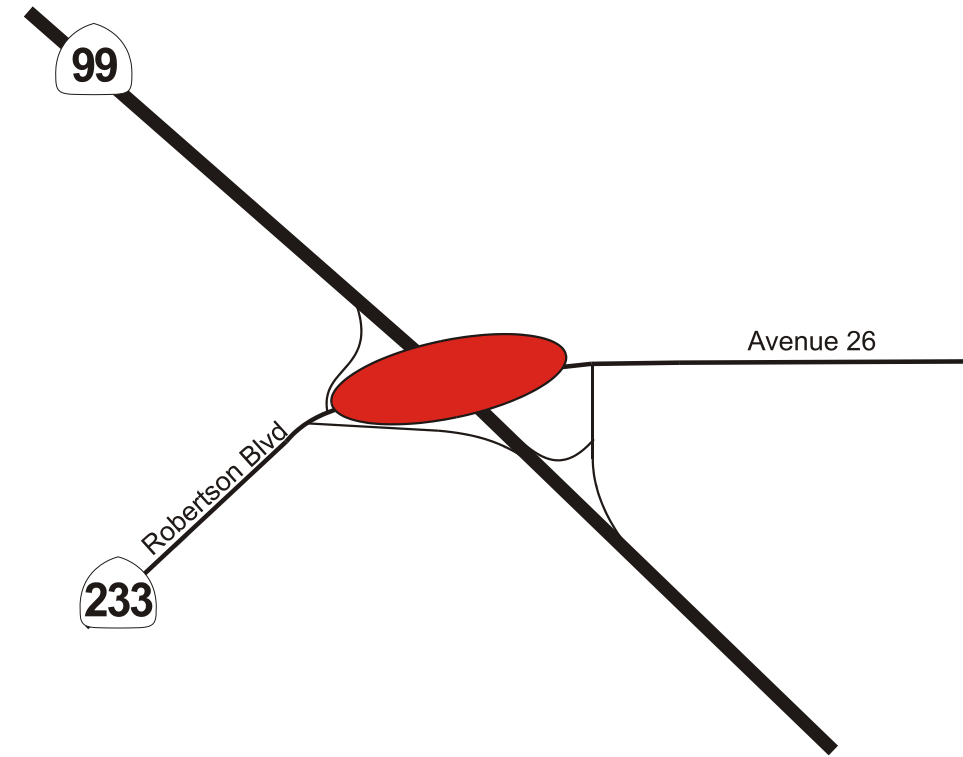


FIGURE 6
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1F
SR 233
AT SR 99

 **Reconstruct/Widen Interchange**

Madera 2020 STIP Program

Madera

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component					
									20-21	21-22	22-23	23-24	24-25	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Highway Projects:																			
Caltrans	99	5335	Madera, Ave 12-Ave 17, widen to 6 lanes (Rt99) (incr 10-18 vote)			close	1,858	1,858	0	0	0	0	0	0	0	0	1,858	0	0
Madera CTC		6L05	Planning, programming, and monitoring			May-19	120	120	0	0	0	0	0	0	0	120	0	0	0
Madera CTC		6L05	Planning, programming, and monitoring				276	0	93	92	91	0	0	0	276	0	0	0	0
Total Programmed or Voted since July 1, 2018							2,254												
PROPOSED 2020 PROGRAMMING																			
Highway Project Proposals:																			
Madera CTC		6L05	Planning, programming, and monitoring				-276	0	-93	-92	-91	0	0	0	-276	0	0	0	0
Madera CTC		6L05	Planning, programming, and monitoring				392	0	79	78	78	78	79	0	392	0	0	0	0
Subtotal, Highway Proposals							116	0	-14	-14	-13	78	79	0	116	0	0	0	0
Total Proposed 2020 STIP Programming							116												

Balance of STIP County Share, Madera	
Total County Share, June 30, 2019	(6,476)
Total Now Programmed or Voted Since July 1, 2018	2,254
Unprogrammed Share Balance	0
Share Balance Advanced or Overdrawn	8,730
Proposed New Programming	116



2001 Howard Road, Suite 201 Madera, CA 93637

20-21

Fund	Interest Earned disbursed*	To Flexible
79510	\$ -	
79520	\$ -	
79530	\$ -	
79540	\$ -	
79550	\$ -	
79560	\$ -	249.13
79570	\$ -	
79580	\$ -	
79590	\$ -	
79600	\$ -	
79610	\$ 204.00	
79620	\$ 106.08	
79630	\$ 71.41	
79640	\$ -	286.52
79650	\$ 4.08	
79660	\$ 14.93	
79670	\$ 1.39	
79680	\$ 16.33	
79690	\$ 37.85	
79700	\$ 19.68	
79710	\$ 13.25	
79720	\$ -	166.47
79730	\$ 0.75	
79740	\$ 2.77	
79750	\$ 0.25	
79760	\$ 3.03	
	\$ 495.80	\$ 702.12