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## Meeting of the Madera County Transportation Commission Policy Board

### **LOCATION**

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

or via ZOOM

<https://us06web.zoom.us/j/83997239275?pwd=NjQwRVVVRMUtGNVh5aXQxei9vblRnQT09>

Webinar ID: 839 9723 9275

Passcode: 530212

Telephone: US: +1 408 638 0968

### **DATE**

September 20, 2023

### **TIME**

3:00 PM

### **Policy Board Members**

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

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

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

### **REASONABLE ACCOMMODATIONS AND ADA**

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

### **AGENDA**

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

### **INTERPRETING SERVICES**

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

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

### **MEETING CONDUCT**

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

### **RECORD OF THE MEETING**

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

### **PUBLIC COMMENT**

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

Regarding any disruption that prevents the Policy Board from broadcasting the meeting to members of the public, then (1) if public access can be restored quickly, the meeting will resume in five (5) minutes to allow the re-connection of all members of the Board, staff, and members of the public; or (2) if service cannot be restored quickly, the meeting shall stop, no further action shall be taken on the remaining agenda items, and notice of the continued meeting will be provided.

## Agenda

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

This time is made available for comments from the public on matters within the Board's jurisdiction that are not on the agenda. Each speaker will be limited to three (3) minutes. Attention is called to the fact that the Board is prohibited by law from taking any substantive action on matters discussed that are not on the agenda, and no adverse conclusions should be drawn if the Board does not respond to the public comment at this time. It is requested that no comments be made during this period on items that are on today's agenda. Members of the public may comment on any item that is on today's agenda when the item is called and should notify the 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.](#) Low Carbon Transportation Operations Program (LCTOP) Amended List of Projects FY 2022-23

**Enclosure:** Yes

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

[4-B.](#) Fiscal Year 2022-2023 Revised State of Good Repair (SGR) Project List

**Enclosure:** Yes

**Action:** Approve Resolution 22-11 Amendment No. 1, adopting a Revised FY 2022-23 SGR project list to be submitted in the amount of \$61,180

[4-C.](#) Fiscal Year 2023-24 State of Good Repair (SGR) Project List

**Enclosure:** Yes



**Action:** Approve Resolution 23-11, adopting the FY 2023-24 SGR project list to be submitted in the amount of \$257,366

[4-D.](#) 2023-24 Sustainable Transportation Planning Grant awarded to Madera County

**Enclosure:** No

**Action:** Information and Discussion Only

[4-E.](#) Caltrans Sustainable Transportation Planning Grant Program

**Enclosure:** No

**Action:** Information and Discussion Only

[4-F.](#) FY 2023 Thriving Communities Program (TCP)

**Enclosure:** No

**Action:** Information and Discussion Only

[4-G.](#) Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

**Enclosure:** No

**Action:** Information and Discussion Only

[4-H.](#) FY 2023 Pilot Program for Transit-Oriented Development Planning

**Enclosure:** No

**Action:** Information and Discussion Only

[4-I.](#) SB 125 Transit Program

**Enclosure:** Yes

**Action:** Information and Discussion Only

[4-J.](#) Caltrans System Investment Strategy (CSIS) 2.0

**Enclosure:** Yes

**Action:** Information and Discussion Only

[4-K.](#) 2024 State Transportation Improvement Program (STIP) and 2024 Regional Transportation Improvement Program (RTIP) Update

**Enclosure:** Yes

**Action:** Information and Discussion Only

[4-L.](#) Call for Projects for the Congestion Mitigation Air Quality Program (CMAQ) and the Carbon Reduction Program (CRP) Funding

**Enclosure:** No

**Action:** Information and Discussion Only

[4-M.](#) Social Services Transportation Advisory Council (SSTAC) Vacancy

**Enclosure:** Yes

**Action:** Information and Discussion Only

**5. TRANSPORTATION ACTION/DISCUSSION ITEMS**

[5-A.](#) MCTC 2023 Public Participation Plan Update – Public Hearing

**Enclosure:** Yes

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

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

**Enclosure:** Yes

**Action:** Information and Discussion Only

[5-C.](#) 2023 Valley Voice – Washington D.C. Recap

**Enclosure:** Yes

**Action:** Information and Discussion Only

[5-D.](#) Madera County Zero-Emission Vehicle Readiness and Implementation Plan

**Enclosure:** No

**Action:** Approve

**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 19, 2023

**Enclosure:** Yes

**Action:** Approve July 19, 2023, Meeting Minutes

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

**Enclosure:** Yes

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

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

**Enclosure:** Yes

**Action:** Approve Resolution 23-07 Amendment No. 1

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

**Enclosure:** No

**Action:** Authorize release of RFP

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

**Enclosure:** Yes

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

## 8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

NONE

# MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

## 9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

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

[9-A.](#) Executive Minutes – July 31, 2023 Special Meeting

**Enclosure:** Yes

**Action:** Approve July 31, 2023, Meeting Minutes

[9-B.](#) HdL Newsletter 1st Quarter 2023 – Measure T Sales Tax Update

**Enclosure:** Yes

**Action:** Information and Discussion Only

9-C. Focus on the Future 2023 Conference

**Enclosure:** No

**Action:** Information and Discussion Only

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

10-A. Measure T Renewal Update

**Enclosure:** No

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

## OTHER ITEMS

**11. MISCELLANEOUS**

11-A. Items from Staff

11-B. Items from Caltrans

11-C. Items from Commissioners

**12. CLOSED SESSION**

**NONE**

**13. ADJOURNMENT**

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



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 4-A

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

**SUBJECT:**

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

**Enclosure:** Yes

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

**SUMMARY:**

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

The Madera County Transportation Commission is a designated recipient of Low Carbon Transit Operations Program funds for the Madera region. Funds allocated for the FY 2022/23 Low Carbon Transit Operations Program total \$399,207. Allocation of these funds is based on the State Controller's distribution formula for State Transit Assistance (STA) funds, per Sections 99313 and 99314 of the California Public Utilities Code. Matching funds are not required for this program. The following projects will be submitted for amendment:

City of Madera Current Project	Madera Intermodal Facility Expansion and Modernization to Increase Ridership	\$24,487
City of Madera Proposed Project	Madera Intelligent Transportation System (ITS)	\$30,000

	Conversion for Madera Metro	
City of Madera Current Project	Free and Reduced Fares for Fixed Route and ADA/Paratransit	\$140,000
City of Madera Proposed Project	Free and Reduced Fares for Fixed Route and ADA/Paratransit	\$134,487

**FISCAL IMPACT:**

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

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

In the matter of  
**AUTHORIZATION FOR THE EXECUTION OF  
THE CERTIFICATIONS AND ASSURANCES  
AND AUTHORIZED AGENT FORMS  
FOR THE LOW CARBON TRANSIT  
OPERATIONS PROGRAM (LCTOP) FOR THE  
FOLLOWING PROJECTS:  
PURCHASE ONE CITY OF CHOWCHILLA CATX  
PARATRANSIT BUS \$42,236  
FREE PASSENGER FARES FOR FIXED ROUTE  
AND ADA/PARATRANSIT \$134,487  
MADERA INTELLIGENT TRANSPORTATION  
SYSTEM (ITS) CONVERSION \$30,000  
PURCHASE TWO ELECTRIC MCC BUSES  
\$192,484**

Resolution No.: **23-03**  
**Amendment No.1**

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

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

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

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

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Madera County Transportation Commission that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY2022-2023 LCTOP funds:

**CITY OF CHOWCHILLA**

**Project:** Purchase One City of Chowchilla CATX Paratransit Bus

**Amount of LCTOP funds requested:** \$42,236

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

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

**CITY OF MADERA**

**Project:** Free Passenger Fares for Fixed Route and ADA/Paratransit

**Amount of LCTOP funds requested:** \$134,487

**Short description of the project:** This project will result in free usage of all passengers for the City of Madera Fixed Route System (Madera Madera) and eligible ADA/Paratransit Service passengers (Seniors 60+, Disable, and Veterans).

**Benefit to Priority Populations:** This free service will benefit DACs within the City of Madera by removing any economical barrier to increase and encourage the use of public transportation, reduce Vehicle Miles Traveled and Greenhouse Gas Emissions, and allow greater and improved access to key destinations within the region.

**CITY OF MADERA**

**Project:** Madera Intelligent Transportation System ITS Conversion

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

**Short description of project:** This project will include the procurement and installation of the following transit technology enhancements to the Madera Metro Transit System: 1) Computer-Aided Dispatch (CAD) software; 2) Automated Vehicle Location (AVL) software; 3) Automatic Passenger Counts (APC) software; 4) Infotainment Systems; and 5) On-Board Passenger Wi-Fi.

**Benefit to priority populations:** Investing in an information and technology system with benefit the community by improving access, providing clear messaging, ease of information related to bus routes and schedules, and in general improved understanding of the Madera Metro transit system. An improved system will meet the different needs of those in or community. The



improvements will be ADA accessible. Real-time tracking of busses will encourage the population most in need to access the service with confidence of timely travel.

**COUNTY OF MADERA**

**Project:** Purchase Two Electric MCC Buses

**Amount of LCTOP funds requested:** \$192,484

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

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

The foregoing resolution was adopted this 20<sup>th</sup> day of September 2023 by the following vote:

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

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Chairman, Madera County Transportation Commission

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Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 4-B

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

**SUBJECT:**

Fiscal Year 2022-2023 Revised State of Good Repair (SGR) Project List

**Enclosure:** Yes

**Action:** Approve Resolution 22-11 Amendment No. 1, adopting a Revised FY 2022-23 SGR project list to be submitted in the amount of \$61,180

**SUMMARY:**

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

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

MCTC recommends submitting the following project revision in the amount of \$61,180:

County of Madera Existing Project	FY 2022-23 Transit Bus Facility – Infrastructure	(\$61,180)
County of Madera Existing Project	FY 2022-23 Purchase up to Four (4) Gas Paratransit Buses	\$61,180
	<b>Total</b>	<b>\$61,180</b>

**FISCAL IMPACT:**

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

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

In the matter of  
**STATE OF GOOD REPAIR PROGRAM  
REVISED PROJECT APPROVAL LIST FY 2022-  
2023**

Resolution No.: **22-11**  
**Amendment No. 1**

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

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

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

**WHEREAS**, the County of Madera wishes to amend its State of Good Repair project list;  
and

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

**NOW, THEREFORE, BE IT RESOLVED**, that the Madera County Transportation Commission Policy Board hereby approves the Revised 2022-23 SB1 State of Good Repair Project List with a project change in the amount of \$61,180

County of Madera Existing Project	FY 2022-23 Transit Bus Facility - Infrastructure	(\$61,180)
County of Madera Existing Project	FY 2022-23 Purchase up to Four (4) Gas Paratransit Buses	\$61,180
	Total	\$61,180

The foregoing resolution was adopted this 20<sup>th</sup> day of September 2023 by the following vote:

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

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

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



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 4-C

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

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**SUBJECT:**

Fiscal Year 2023-24 State of Good Repair (SGR) Project List

**Enclosure:** Yes

**Action:** Approve Resolution 23-11, adopting the FY 2023-24 SGR project list to be submitted in the amount of \$257,366

**SUMMARY:**

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

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

To receive STA-SGR funds, eligible recipients must submit an annual list of projects to Caltrans, which are due by September 1, 2023.

For FY 2023-24, Madera County Transportation Commission will receive \$252,286 (PUC 99313) and \$5,080 (PUC 99314) to be suballocated to local agencies by population.

MCTC will submit allocation requests for the following projects:

City of Chowchilla	Purchase One Bus	\$22,030
City of Madera	Transit Facility Enhancements – ADA and Canopy Upgrades	\$108,286
County of Madera	Purchase up to Five Vans (3 gas, 2 electric)	\$127,050

**FISCAL IMPACT:**

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

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

In the matter of  
**STATE OF GOOD REPAIR PROGRAM  
NEW PROJECT APPROVAL LIST FY 2023/24**

Resolution No.: **23-11**

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the Madera County Transportation Commission Policy Board hereby approves the SB1 State of Good Repair Project List for FY 2023-2024 to be submitted in the amount of \$257,366.

City of Chowchilla	Purchase One Bus	\$22,030
City of Madera	Transit Facility Enhancements – ADA	\$108,286
	Canopy Upgrades	
County of Madera	Purchase up to Five Vans (3 gas, 2 electric)	127,050

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

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



The foregoing resolution was adopted this 20<sup>th</sup> day of September 2023 by the following vote:

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

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Chairman, Madera County Transportation Commission

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Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 4-D

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

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**SUBJECT:**

2023-24 Sustainable Transportation Planning Grant awarded to Madera County

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

Madera County has been awarded \$450,000 for the Oakhurst Area Mobility Study Project through the Caltrans Sustainable Transportation Planning Grant Program.

Madera County, in partnership with the Madera County Transportation Commission, Caltrans, and other local stakeholders, will undertake the development of a mobility study within the unincorporated mountain community of Oakhurst, CA, to identify appropriate motorized and non-motorized design concepts in order to increase the functionality and safety of Oakhurst's circulation system for pedestrians, bicyclists, and drivers. The project area has numerous gaps in the local multi-modal transportation network, pedestrian, and bicycle infrastructure. The project is consistent with and supportive of the goals of the Caltrans Sustainable Transportation Planning Grant Program, Senate Bill 1 requirements, the Madera County General Plan, and Oakhurst Area Plan. The eventual implementation of the design concepts identified in the mobility study will result in the significant improvement of Oakhurst's roads and transportation network and will further guide the design and land-use in the project area as well as enable Madera County to encourage economic development, tourism, and enhance multi-modal access connections throughout the community.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 4-E

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

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**SUBJECT:**

Caltrans Sustainable Transportation Planning Grant Program

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The Caltrans Sustainable Transportation Planning Grant Program includes:

- **Sustainable Communities Grants** (\$29.5 million) to encourage local and regional planning that supports state goals, implements Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) (where applicable), and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively
- **NEW! Climate Adaptation Planning Grants** (\$50 million) support local and regional identification of transportation-related climate vulnerabilities through the development of climate adaptation plans, as well as project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure
- **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

The grant schedule is outlined below.

- **October 2023** – Release FY 2024-25 Grant Application Guide/Call-for-applications for minimum eight-weeks and conduct District and HQ grant application workshops
- **January 2024** – Grant application deadline
- **Spring 2024** – Application evaluation and management approval of grant recommendations
- **Summer 2024** – Grant announcements

- **Fall 2024** – Grant recipients begin project activities
- **Winter-Summer 2027** – Grant projects are completed, and grant funds expire (expiration dates depend on grant recipient and fund-type)

View [Caltrans Sustainable Transportation Planning Grant](#) for more information.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 4-F

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

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**SUBJECT:**

FY 2023 Thriving Communities Program (TCP)

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

**DOT is now accepting applications for its** FY 2023 Thriving Communities Program (TCP). The TCP will provide up to \$22 million in funding for Capacity Builders to provide technical assistance, planning, and capacity building support to disadvantaged and under-resourced communities across the U.S. to help them advance the transformative transportation projects needed to thrive. This year's program includes a pilot to fund State and Regional TCP activities. In addition, local, Tribal, and regional governments along with their community partners are invited to submit a Letter of Interest to receive no-cost tailored technical assistance for a two-year period as well as three years of facilitated peer learning opportunities. **DOT is hosting an overview webinar for all interested applicants on September 15 at 12:30-1:30 p.m. ET.**

**Applications from Capacity Builders are due by November 28, 2023 via grants.gov.** DOT is hosting a webinar for interested National and Regional Capacity Builders on September 20 at 3:30-4:30 p.m. ET.

**Applications from communities must be submitted through a DOT webform by November 15, 2023.** View the Call for Letters of Interest (LOI) for more information about the program and how to apply if your community would like to receive in-kind technical assistance, planning, and capacity building support. DOT is hosting a webinar for communities interested in receiving TCP support on September 27 at 3:00-4:00 p.m. ET.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 4-G

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

**SUBJECT:**

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

**Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program**



The [Bipartisan Infrastructure Law](#) (BIL) established the Strengthening Mobility and Revolutionizing Transportation (SMART) discretionary grant program with \$100 million appropriated annually for fiscal years (FY) 2022-2026.

The SMART program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.

**The FY23 Stage 1 Notice of Funding Opportunity (NOFO) is now open until 10/10/2023.**

**Please visit [How to Apply](#) page for more information.**

Eligible Applicants:

- a State;
- a political subdivision of a State;
- a Tribal government;
- a public transit agency or authority;
- a public toll authority;
- a metropolitan planning organization; and

- a group of 2 or more eligible entities detailed above, applying through a single lead applicant.

#### Eligible Projects:

A SMART grant may be used to carry out a project that demonstrates at least one of the following:

- Coordinated automation
- Connected vehicles
- Sensors
- Systems integration
- Delivery/logistics
- Innovative aviation
- Smart grid
- Traffic signals

#### Potential Examples of SMART Projects

The SMART Grants Program funds purpose-driven innovation to build data and technology capacity and expertise for State, local, and Tribal governments. Communities should target their real-world challenges where the use of new technologies and approaches can create benefits.

See [Illustrative Use Cases](#) for some examples of projects that could be funded through the program, but note that **these are not exhaustive** – SMART expects to see proposed projects that demonstrate an understanding of local needs and advance purpose-driven innovation.

#### FISCAL IMPACT:

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





**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 4-H

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

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**SUBJECT:**

FY 2023 Pilot Program for Transit-Oriented Development Planning

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The U.S. Department of Transportation (DOT) Federal Transit Administration (FTA) has issued a Notice of Funding Opportunity (NOFO) for the [Fiscal Year \(FY\) 2023 Pilot Program for Transit-Oriented Development Planning \(TOD Pilot Program\)](#). The purpose of the program is to support comprehensive and site-specific transit-oriented development (TOD) planning for new fixed guideway and core capacity improvement projects. FTA expects to award approximately \$13.5 million in total program funding. For context, the agency awarded 19 grants in the last round of the program totaling approximately \$13.1 million with a minimum size of \$240,000 and a maximum size of \$1.6 million. The maximum federal share is generally 80 percent; however, that federal share may be increased to 90 percent or up to 100 percent for projects that support planning activities in urbanized or rural areas with lower population density or average income levels compared to other areas of a corridor or adjoining areas or result in policies encouraging the development of affordable housing. The application deadline is **October 10, 2023**.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 4-I

**PREPARED BY:** Natalia Austin, Senior Regional Planner

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**SUBJECT:**

SB 125 Transit Program

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

SB 125 is providing \$5.1 billion to fund transformative capital improvements that modernize California's intercity transit, commuter, ferry, and rail systems through a formula-based Transit and Intercity Rail Capital Program (TIRCP) and a new Zero Emission Transit Capital Program (ZETCP).

In addition, SB 125 establishes a Transit Transformation Task Force led by the California State Transportation Agency (CalSTA) to develop policy recommendations to grow transit ridership, improve the transit experience, and address long-term operational needs. CalSTA will publish a report of recommendations by October 2025. The report will include details of current services provided, recommendations to improve mobility and increase ridership, and Transportation Development Act reform.

- A) TIRCP – provides \$4 billion over the next two fiscal years to fund high priority transit capital projects. All capital projects must both increase ridership and reduce greenhouse gas emissions, which are the same requirements for traditional TIRCP projects. The types of eligible projects include rail capital projects, integrated ticketing and scheduling systems, bus rapid transit, vanpool, micro transit services, and large-scale deployment of zero emission vehicles and the technologies to support them. Funding for the TIRCP is from the State's General Fund.
- B) ZETCP – provides \$1.1 billion over the next four fiscal years. Authorized uses for the money include zero-emission vehicles and refueling infrastructure. It can also be used for transit operation expenditures that prevent service reduction or elimination in order to maintain or increase transit ridership. Funding for the ZETCP is derived from

the Greenhouse Gas Reduction Fund (GGRF) and the Public Transportation Account (PTA).

## Goals

The main objectives of the funding are to:

1. provide one-time multiyear bridge funding for transit operators to address operational costs until long-term transit sustainability solutions are identified.
2. assist transit operators in preventing service cuts and increasing ridership.
3. prioritize the availability of transit for riders who are transit dependent.
4. prioritize transit agencies representing a significant percentage of the region's ridership.

These funds are also intended to provide a direct benefit to disadvantaged communities or priority populations, which include low-income communities and low-income households. As a whole, these funding programs are expected to increase transit ridership, reduce vehicle miles traveled, congestion and greenhouse gas, and help deliver a healthier and safer transportation system in the Madera County region and throughout the State.

## Funding Distribution

The first year of funding for TIRCP and the ZETCP is already available for distribution once the required materials are submitted. TIRCP funding will be allocated in both FY 2023-2024 and FY 2024-22025 to Regional Transportation Planning Agencies (RTPAs) such as the Madera County Transportation Commission (MCTC), according to a population-based formula after each recipient first receives \$300,000 of base funding.

The ZETCP funding will be allocated to RTPAs using a population-based formula and an additional formula based on transit operator revenues within the jurisdiction of the RTPAs. It is similar to the approach used to calculate the State Transit Assistance (STA) distribution.

The funding will be directly transferred to an RTPA after the allocation package has been approved. The funding will only be distributed to RTPA's since they are the only eligible recipients. Once the RTPA has received the funds there is no deadline for the expenditure of the funds. Because MCTC is the designated RTPA for the Madera County region, MCTC will be the recipient of the funds.

## Funding for the Madera County Region

MCTC has the potential to receive \$18,811,248 over the next four fiscal years. Five percent (5%) of the total ZETCP funding or \$5 million, whichever is lower, may be programmed by MCTC for administration and for planning expenses related to the long-term financial plan that the RTPA's are tasked with developing for their jurisdictions. Staff estimates this amount to be approximately \$114,135 over the four-year period.

## Draft Eligible Projects

The final list of eligible projects will be included in the Final 2023 SB 125 Guidelines that are planned to be released by September 30, 2023.

The current Draft Guidelines include the following eligible project types:

### TIRCP Projects

In order to be eligible for TIRCP capital project funding under this program, a capital project must demonstrate that it will achieve a reduction in greenhouse gas emissions using the CARB quantification methodology. It must also demonstrate an increase in ridership.

As codified in Section 75221(a) of the PRC, projects eligible for funding under the program include, but are not limited to, the following:

1. Rail capital projects, including intercity rail, commuter rail, light rail, and other fixed guideway projects. Additionally, the acquisition of rail cars and locomotives, and the facilities to support them, that expand, enhance, and/or improve existing rail systems and connectivity to existing and future transit systems, including the high-speed rail system.
2. Intercity, commuter, and urban rail projects that increase service levels, improve reliability, or decrease travel times, infrastructure access payments to host railroads in lieu of capital investments, efforts to improve existing rail service effectiveness with a focus on improved operating agreements, schedules, and minor capital investments that are expected to generate increased ridership, as well as larger scale projects designed to achieve significantly larger benefits.
3. Rail, bus, and ferry integration implementation, including:
  - a. integrated ticketing and scheduling systems and related software/hardware capital investments (including, but not limited to, integration with bus or ferry operators and the use of contactless payment and General Transit Feed Specification (GTFS) implementation through Cal-ITP)
  - b. projects enabling or enhancing shared-use corridors (both multi-operator passenger only corridors as well as passenger-freight corridors)
  - c. related planning efforts focused on, but not limited to, delivery of integrated service not requiring major capital investment
  - d. other multimodal and service integration initiatives
4. Bus rapid transit and other bus and ferry transit investments (including autonomous fixed guideway, vanpool, and micro transit services operated as public transit and first-/last-mile solutions), and to increase ridership and reduce greenhouse gas emissions. This includes large scale deployment of zero emission vehicles and the technologies to support them, and capital investments as a component implementing transit effectiveness studies that will contribute to restructured and enhanced service.

5. Grade separations and grade crossing improvements on passenger rail corridors or related to transit projects are eligible, as they are under the discretionary TIRCP. In addition to providing safety benefits, these projects often provide certain roadway based (and sometimes rail related) greenhouse gas emission reductions and a small increase in ridership (tied to reductions in train delays and cancellations tied to incidents at the crossing, and sometimes speed increases that occur after crossings are improved or eliminated). In some cases, ridership increases from such projects are more significant if they are necessary to increase train frequency.
6. Projects related to mitigating the impacts on freight rail services that are caused by growth in passenger rail may also be eligible for TIRCP funding even if they are not directly on the passenger rail corridor.
7. Projects that link housing with key destinations and that improve accessibility to economic opportunities are also eligible for TIRCP funding.
8. Demonstration projects that are smaller-scale efforts with great potential to be expanded are eligible for funding.
9. Projects may include new approaches to attracting increased ridership such as smart phone mobile ticketing, contactless payment, or other software and hardware solutions to reduce ticketing transaction costs, or a test of a concept related to integrated ticketing, as well as intercity rail/transit effectiveness or operational planning as a component of the capital investments in improved, expanded and/or restructured service designed to cost-effectively increase ridership. Research, development, and testing of emerging technologies are eligible components.
10. Many TIRCP applicants have met the requirements for reducing greenhouse gas emissions and increasing ridership through combining related capital investments that may individually address only one or the other benefit. Many TIRCP applicants have also augmented their chosen capital projects with key network integration planning studies that consider how to enhance the benefits of their projects (in connecting to other transit and rail systems) or planning efforts that consider a later phase of capital investment and the benefits it will bring to the current proposed project when constructed at a later date.

Agencies may apply to TIRCP Cycle 7 or later for projects that use SB 125 resources for new projects, either to complete project funding or to expand project scope; SB 125 funding will be counted as matching funds in future TIRCP discretionary grant applications. Additional guidance will be provided in the TIRCP Cycle 7 guidelines.

Additionally, RTPAs may suballocate funds to agencies in their jurisdiction so agencies may use this funding to support projects that have previously received a TIRCP award and require an additional infusion of resources to deliver the original scope. RTPAs may assume that any funding from these SB 125 resources will help obtain or maintain funds from Federal, State, and local sources already committed to the projects, and document this benefit for their own projects, and require such documentation of benefits from project sponsors for other projects, in their Allocation Package submissions. Agencies shall state which project is seeking

additional funds, identifying Cycle 1 through 6 projects, and whether the funding is needed for the full project scope or for a subcomponent.

RTPAs may suballocate funds to agencies in their jurisdiction so agencies may also use this funding for project development activities, similar to the “Major Projects Project Development Reserve” that was established in the Cycle 6 guidelines, including use of additional funding for projects that received funding for such projects in the Cycle 6 awards. While projects and programs of projects do not need to be ready for construction, agencies should identify how their project or program of projects will be eligible to apply for TIRCP construction funding in the future. As in Cycle 6, such projects must either be pursuing Capital Investment Grant funding through the Federal Transit Administration (FTA) or be part of the pursuit of Federal Railroad Administration funding through the Corridor Identification Program. Agencies may apply to TIRCP Cycle 7 or later for projects that use SB 125 resources for project development; SB 125 funding will be counted as matching funds in future TIRCP discretionary grant applications.

RTPAs that are themselves the capital project sponsor may also utilize funds for their own projects.

RTPAs are also authorized to use TIRCP funds, subject to compliance with requirements described in Section 6 of the guidelines, to fund transit operating expenses within its jurisdiction that prevent service cuts and increase ridership. RTPAs that are themselves the operator of transit services may also utilize funds for their own operations. Service planning necessary to experiment with, demonstrate or implement significant service modifications may be funded as an operating expenditure at either the RTPA or transit operator level.

### **ZETCP Projects**

Pursuant to SB 125, zero-emission transit equipment, transit facility and network improvement projects such as those that support replacing aging vehicle fleets with Zero-Emission Vehicles (ZEVs), and associated fueling or charging infrastructure or facility modifications, are eligible projects for the Zero-Emission Transit Capital Program (ZETCP). ZEVs include heavy- and light-rail vehicles, buses, and other ZEVs used for transit service.

GGRF funds used on these projects (53.7% of the first year and 100% of years 2-4) will require submission of CARB quantification tools similar to those required for the TIRCP and LCTOP programs, as expending GGRF funds requires benefits reporting. They also require compliance with the CARB Funding Guidelines applicable to all GGRF funding, including semi-annual benefits reporting and identification of benefits to priority populations.

ZETCP funding may also be used for transit operations expenditures that prevent service reduction or elimination in order to maintain or increase transit ridership, in accordance with the provisions described in Section 6 of the guidelines. Planning efforts necessary to implement one or more of the Innovative Clean Transit Plan efforts within the region may be programmed as an operating expense out of the PTA portion of funds disbursed to each RTPA

but must be requested in an Allocation Package submission covering the FY 23-24 funding year.

As stated previously, a maximum of 5% of total multi-year ZETCP funding, or \$5 million, whichever is lower, may be programmed by the RTPA for RTPA administration of SB 125 funding across both the TIRCP and ZETCP, and for planning expenses related to developing the long-term financial plan. As the RTPAs are tasked with developing the regional long-term financial plan for their jurisdictions, there is no requirement to program and suballocate funds to transit operators for this purpose, although they may do so at their discretion. The RTPAs can procure professional services or use their own staff to gather the reports, data, and relevant information needed to develop the regional long-term financial plan required by SB 125. This request must be made in the Allocation Package submissions covering FY 23-24 funding from the ZETCP as an operating project associated with the RTPA, as all funding will be drawn from the Public Transportation Account resources only available in that year. Small RTPAs are encouraged to combine planning efforts if feasible.

### Funding

An estimate of the amount of funding that MCTC is eligible to receive is shown in the following table:

A	B	C	D	E	F
RTPA	YEAR 1 TIRCP	YEAR 2 TIRCP	YEAR 1 ZETCP (53.66% GGRF, 46.34% PTA)	YEARS 2-4 ZETCP (PER YEAR, 100% GGRF)	GRAND TOTAL (B+C+D+(E*3))
MCTC	\$8,254,231	\$8,274,315	\$850,825	\$477,292	\$18,811,248

### Schedule

- September 1, 2023 – Release SB 125 Formal Draft Guidelines
- September 14, 2023 – Closing date for comments on Draft Guidelines
- September 30, 2023 – CalSTA Publishes 2023 SB 125 Guidelines Final Guidelines
- October 16 – December 8, 2023 - focused virtual meetings with CalSTA to discuss program requirements (technical assistance)
- December 31, 2023 – Initial Allocation Package submittal is due to CalSTA by MCTC
- December 31, 2023 – Regionally Compiled Transit Operator Data Due
- April 30, 2024 – Requested funding will be allocated no later than this date

MCTC is encouraged to describe the full four-year plan for the use of the funds if it is known what the projects will be, but it is not required to fully apply for all available funding at the time of Initial Allocation Package submission by December 31, 2023. Unrequested funds may be requested in a future Updated Allocation Package. Also, if after the Initial Allocation

Package has been approved, but projects have changed or need to be reprioritized, an updated allocation package can be submitted for approval.

MCTC plans to conduct in-depth planning discussions with the local jurisdictions and the transit agencies in October 2023 to review the requirements of these funding programs and identify projects that are eligible for inclusion in the allocation package submittal.

**FISCAL IMPACT:**

No fiscal impact to the approved 2023-24 Overall Work Program and Budget currently. Administrative funds may be included in a future amendment.



**BUDGET ACT OF 2023  
SB 125 FORMULA-BASED  
TRANSIT AND INTERCITY RAIL  
CAPITAL PROGRAM &  
ZERO EMISSION TRANSIT  
CAPITAL PROGRAM**

**FORMAL DRAFT  
GUIDELINES**

**SEPTEMBER 1, 2023**

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## SB125 DRAFT GUIDELINES – FORMULAIC FUNDING

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# 1 Authority and Purpose

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by SB 9 (Chapter 710, Statutes of 2015), to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. The legislation of these bills is codified in Sections 75220 through 75225 of the Public Resources Code (PRC). Assembly Bill (AB) 398 (Chapter 135, Statutes of 2017) extended the Cap-and-Trade Program that supports the TIRCP from 2020 through 2030. SB 1 (Chapter 5, Statutes of 2017) continues to provide a historic funding increase for transportation with funds directed to the TIRCP from the Public Transportation Account (PTA).

AB 102 (Chapter 38, Statutes of 2023) and SB 125 (Chapter 54, Statutes of 2023) amended the Budget Act of 2023 to appropriate \$4,000,000,000 of General Fund to the TIRCP over the next two fiscal years as well as \$910,000,000 of GGRF funding and \$190,000,000 of PTA funding over the next four fiscal years to establish the Zero-Emission Transit Capital Program (ZETCP). These guidelines are specifically developed to facilitate the award of these funds to projects in an expeditious manner.

These guidelines include elements of the policy, standards, criteria, and procedures for the development, adoption, evaluation and administration of the TIRCP last updated for Cycle 6 (which delivered its last tranche of funding for project awards in July 2023) but are unique to this particular cycle of TIRCP funding. In allowing the funds covered by these guidelines to be available for operating costs, the guidelines are also required to be aligned with the legislative intent described in subdivision (d) of Section 75226 of, and subdivision (f) of Section 75260, of the Public Resources Code. They will be further informed by input received through workshops, public comments and written responses to be received by September 14, 2023.

SB 125 provided additional direction with regards to the funding appropriated in the Budget Act of 2023. It created specific categories for funding as follows:

- A) \$3,995,000,000 over the next two fiscal years shall be distributed pursuant to a population-based formula to regional transportation planning agencies (RTPA) as defined in Section 7 of these guidelines. The bill authorizes RTPAs to use the moneys for high-priority transit capital projects consistent with the uses allowed in Cycle 6 of the TIRCP, which includes existing projects seeking to maintain or obtain federal or local funding commitments, project development for major projects that are seeking to enter or have already entered project development with federal partners, or for new TIRCP projects. As in Cycle 6, all capital projects must both increase ridership and reduce greenhouse gas emissions, in common with traditional TIRCP project requirements. The funding may also be used to fund transit operating expenses that prevent service cuts and increase ridership for operators within the RTPAs jurisdiction, subject to compliance with requirements and further detail described in Section 6 of these guidelines.
- B) \$1,100,000,000 over the next four fiscal years shall be for the establishment of the Zero-Emission Transit Capital Program (ZETCP) and requires funds under the program to be allocated to RTPAs pursuant to a population-based formula and another formula based on transit operator revenues within the jurisdiction of these RTPAs, as specified (the formula described is consistent with the current State Transit Assistance formula). The bill authorizes RTPAs to use the moneys for zero-emission transit equipment, including, but not limited to, zero-emission vehicles and refueling infrastructure and, subject to compliance with requirements described in Section 6 of these guidelines, to use those moneys to fund transit operating expenditures that prevent service reduction or elimination in order to maintain or increase ridership.

NOTE: Cycle 7 of TIRCP, funded with the regular GGRF and SB1 sources, is expected to be delayed approximately two months from its regular calendar, with a call for projects around December 1, 2023 and

applications due around March 1, 2024. The proposed timeline reflects eligible applicant feedback and will allow applicants to incorporate the regional choices made under SB 125 when determining what to submit to the competitive TIRCP cycle. Based on this timeline, the Program of Projects would be announced around June 1, 2024.

## 2 Objectives

The TIRCP was created to fund transformative capital improvements that modernize California's intercity rail, bus (including feeder buses to intercity rail services, as well as vanpool and micro transit services that are eligible to report as public transit to the Federal Transit Administration), ferry, and rail transit systems (collectively referred to as transit services or systems inclusive of all aforementioned modes unless otherwise specified) to achieve all of the following policy objectives, as codified in Section 75220(a) of the PRC:

1. Reduce emissions of greenhouse gases
2. Expand and improve transit service to increase ridership
3. Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system
4. Improve transit safety

Additionally, Section 75221(c) of the PRC codifies a programmatic goal to provide at least 25 percent of available funding to projects that provide a direct, meaningful, and assured benefit to disadvantaged communities, consistent with the objectives of SB 535. AB 1550 provides further requirements related to ensuring investments meet the needs of priority populations, a term used to cover disadvantaged communities, low-income communities and low-income households. Investments made by TIRCP are expected to collectively meet or exceed the requirements in AB 1550. Each RTPA will need to provide information related to its projects sufficient to determine the nature of priority population benefits; however, there is no minimum requirement that each project or RTPA needs to meet for the projects submitted.

Taken as a whole, the increases in transit system ridership, as well as the reduction in vehicle miles traveled, congestion and greenhouse gas emissions, will help deliver a healthier and safer transportation system. Investments are expected to position the state to lead in the deployment of cutting edge and zero emission technologies, test innovative strategies and new approaches to reducing transportation-related fatalities, provide important new capacity in corridors that support growth in jobs and housing, and to expand multimodal transportation access and options for all Californians across all regions of the state.

Further, as outlined in SB 125, which amended the Budget Act of 2023, it is the intent of the Legislature to:

- (1) provide one-time multiyear bridge funding for transit operators to address operational costs until long-term transit sustainability solutions are identified
- (2) assist transit operators in preventing service cuts and increasing ridership
- (3) prioritize the availability of transit for riders who are transit dependent
- (4) prioritize transit agencies representing a significant percentage of the region's ridership

To that end, SB 125 specifies that the moneys appropriated in the Budget Act of 2023 may be used for high-priority transit capital projects and for transit operating expenses for operators within the RTPAs jurisdiction. Further detail on the definition of transit operator is included in Section 3.

## 3 Eligible Recipients and Funding

The first year of funding for TIRCP and the ZETCP is already available for distribution once required

materials are submitted and must be fully encumbered or expended and liquidated by CalSTA by June 30, 2028. FY23-24 funds for TIRCP and the ZETCP must be disbursed to RTPAs by this deadline. Once received by the RTPA there is no deadline for the expenditure of funds.

TIRCP funding will be allocated in both FY23-24 and FY24-25 to RTPAs according to a population-based formula after each recipient first receives \$300,000 of base funding.

The \$410 million of first year ZETCP funding (from both PTA and GGRF sources), as well as the \$230 million for each of the succeeding three years (from GGRF only), will be allocated to RTPAs pursuant to a population-based formula and another formula based on transit operator revenues within the jurisdiction of these RTPAs. This formula matches the approach used to calculate State Transit Assistance distribution.

Eligible recipients of funding are the RTPAs, as defined in Section 13987(j) of the Government Code. The current eligible recipients based on that definition and initial fund estimates by expected recipient are as follows:

A	B	C	D	E	F
RTPA	Year 1 TIRCP	Year 2 TIRCP	Year 1 ZETCP (53.66% GGRF, 46.34% PTA)	Years 2-4 ZETCP (per yr, 100% GGRF)	Grand Total (B+C+D+(E*3))
Metropolitan Transportation Commission	\$385,068,697	\$386,040,188	\$149,679,519	\$83,966,559	\$1,172,688,081
Alpine County Transportation Commission	\$360,641	\$360,794	\$6,740	\$3,781	\$739,518
Amador County Transportation Commission	\$2,336,465	\$2,341,606	\$218,158	\$122,381	\$5,263,373
Butte County Association of Governments	\$10,488,545	\$10,514,269	\$1,113,156	\$624,454	\$23,989,331
Calaveras County Local Transportation Commission	\$2,576,611	\$2,582,360	\$238,532	\$133,811	\$5,798,936
Colusa County Local Transportation Commission	\$1,402,047	\$1,404,830	\$119,153	\$66,842	\$3,126,556
Del Norte County Local Transportation Commission	\$1,675,501	\$1,678,974	\$149,752	\$84,007	\$3,756,247
El Dorado County Local Transportation Commission	\$9,085,857	\$9,108,041	\$971,781	\$545,145	\$20,801,115
Tahoe Regional Planning Agency	\$5,753,283	\$5,767,052	\$596,916	\$334,855	\$13,121,818
Fresno County	\$51,406,113	\$51,535,149	\$6,249,069	\$3,505,575	\$119,707,058

Council of Governments					
Glenn County Local Transportation Commission	\$1,752,922	\$1,756,591	\$154,691	\$86,778	\$3,924,537
Humboldt County Association of Governments	\$7,130,906	\$7,148,153	\$825,047	\$462,831	\$16,492,599
Imperial County Transportation Commission	\$9,362,644	\$9,385,526	\$1,027,524	\$576,416	\$21,504,942
Inyo County Local Transportation Commission	\$1,259,080	\$1,261,501	\$99,284	\$55,696	\$2,786,952
Kern Council of Governments	\$46,278,687	\$46,394,777	\$5,050,974	\$2,833,473	\$106,224,857
Kings County Association of Governments	\$7,982,701	\$8,002,098	\$827,175	\$464,025	\$18,204,049
Lake County/City Council of Governments	\$3,706,510	\$3,715,111	\$370,593	\$207,894	\$8,415,895
Lassen County Local Transportation Commission	\$1,829,937	\$1,833,800	\$165,103	\$92,619	\$4,106,698
Los Angeles County Metropolitan Transportation Authority	\$498,650,905	\$499,909,177	\$119,494,973	\$67,033,765	\$1,319,156,350
Madera County Local Transportation Commission	\$8,254,231	\$8,274,315	\$850,825	\$477,292	\$18,811,248
Mariposa County Local Transportation Commission	\$1,161,396	\$1,163,571	\$91,799	\$51,497	\$2,571,256
Mendocino Council of Governments	\$4,848,229	\$4,859,713	\$505,296	\$283,459	\$11,063,615
Merced County Association of Governments	\$14,669,424	\$14,705,704	\$1,558,919	\$874,515	\$33,557,593
Modoc County Local Transportation Commission	\$739,160	\$740,269	\$49,336	\$27,676	\$1,611,794
Mono County	\$976,126	\$977,834	\$171,629	\$96,279	\$2,414,427

Local Transportation Commission					
Transportation Agency for Monterey County	\$22,218,449	\$22,273,790	\$2,975,692	\$1,669,291	\$52,475,803
Nevada County Local Transportation Commission	\$5,416,406	\$5,429,324	\$554,558	\$311,093	\$12,333,568
Orange County Transportation Authority	\$160,108,526	\$160,512,022	\$22,473,788	\$12,607,247	\$380,916,076
Placer County Transportation Planning Agency	\$16,356,936	\$16,397,478	\$1,900,006	\$1,065,857	\$37,851,991
Plumas County Local Transportation Commission	\$1,257,263	\$1,259,680	\$114,463	\$64,211	\$2,824,038
Riverside County Transportation Commission	\$123,382,700	\$123,693,468	\$14,828,290	\$8,318,309	\$286,859,385
Sacramento Area Council of Governments	\$100,321,824	\$100,574,367	\$13,907,018	\$7,801,498	\$238,207,702
Council of San Benito County Governments	\$3,609,072	\$3,617,427	\$348,002	\$195,221	\$8,160,164
San Bernardino County Transportation Authority	\$110,856,746	\$111,135,888	\$13,864,934	\$7,777,890	\$259,191,238
San Diego Association of Governments	\$48,212,817	\$48,333,791	\$6,181,044	\$3,467,415	\$113,129,896
San Diego Metropolitan Transit System	\$118,515,843	\$118,814,323	\$17,265,263	\$9,685,392	\$283,651,604
San Joaquin Council of Governments	\$39,935,609	\$40,035,684	\$5,031,810	\$2,822,723	\$93,471,271
San Luis Obispo Area Council of Governments	\$14,486,636	\$14,522,455	\$1,569,547	\$880,477	\$33,220,070
Santa Barbara County Association of Governments (SBCAG)	\$22,796,994	\$22,853,796	\$2,916,400	\$1,636,030	\$53,475,278
Santa Cruz	\$13,771,188	\$13,805,201	\$2,649,968	\$1,486,567	\$34,686,060

County Transportation Commission					
Shasta Regional Transportation Agency	\$9,423,391	\$9,446,427	\$993,316	\$557,226	\$21,534,813
Sierra County Local Transportation Commission	\$463,183	\$463,595	\$17,533	\$9,836	\$973,818
Siskiyou County Local Transportation Commission	\$2,515,009	\$2,520,601	\$239,061	\$134,108	\$5,676,994
Stanislaus Council of Governments	\$28,068,044	\$28,138,155	\$3,037,849	\$1,704,159	\$64,356,526
Tehama County Transportation Commission	\$3,587,498	\$3,595,798	\$347,323	\$194,840	\$8,115,139
Trinity County Transportation Commission	\$1,109,747	\$1,111,791	\$86,567	\$48,562	\$2,453,791
Tulare County Association of Governments	\$24,305,505	\$24,366,115	\$2,748,056	\$1,541,592	\$56,044,453
Tuolumne County Transportation Council	\$3,094,210	\$3,101,265	\$296,569	\$166,368	\$6,991,148
Ventura County Transportation Commission	\$42,429,785	\$42,536,157	\$5,066,998	\$2,842,463	\$98,560,328

Funding distributions will be only made to the above recipients, utilizing fund transfer instructions confirmed with CalSTA by the RTPA prior to transfer, which may in turn make funding available to public agencies in their jurisdiction.

For TIRCP and ZETCP capital projects, the RTPAs may distribute funding to public agencies eligible to receive TIRCP capital funding, including joint powers agencies, that operate or have planning responsibility for existing or planned regularly scheduled intercity or commuter passenger rail service (and associated feeder bus service to intercity rail services), urban rail transit service, or bus or ferry transit service (including commuter bus, vanpool, and micro transit services). Public agencies include local municipalities that operate transit service, construction authorities, transportation authorities, and other similar public entities created by statute.

For any spending on transit operations to prevent service reduction or elimination in order to maintain or increase ridership, or to otherwise increase ridership, the RTPAs may distribute funding to transit operators in their jurisdiction that are eligible to receive State Transit Assistance (STA) funding through Section 99314 at the time of distribution by the RTPA.

RTPAs may also be the sponsor of capital and operating projects and may partner on projects with the agencies eligible to receive funding (such as doing a planning effort tied to making the underlying project more beneficial in a regional context upon implementation).



RTPAs must deposit funds into one or more interest-earning, dedicated bank accounts that will hold only SB 125 funds. If a separate account is not possible, the agency may show documents of a line item or subaccount dedicated to SB 125 funds. Funds will be disbursed separately from each fund source supporting SB 125 (General Fund for TIRCP; PTA and GGRF for ZETCP) and identified as such when disbursed. RTPAs are responsible for tracking the receipt and utilization of these funds separately, and recording interest earned on each fund source separately. The interest earnings must also be spent on approved eligible projects within each program and will be accounted for when an agency submits its required Annual Report, as described in Section 9. When the recipient agency submits its Annual Report, they are required to submit a copy of their most recent bank statement. The additional spending made possible by interest earnings shall be approved through submitting an Updated Program Allocation Request to CalSTA, which will approve such spending based on review of project eligibility.

RTPAs, transit operators and other public agencies expending SB 125 formula funding assume responsibility and accountability for the use and expenditure of allocated funds in accordance with these guidelines and applicable statutes. These agencies must also comply with all relevant federal and state laws, regulations, policies, and procedures.

## 4 Schedule

Release SB 125 Formal Draft Guidelines	September 1, 2023
Formal Workshop (9-10am)	September 7, 2023
Closing Date for Comments on Draft Guidelines *	September 14, 2023
CalSTA Publishes 2023 SB 125 Guidelines	September 30, 2023
Optional, time-limited, focused virtual meetings for agencies to discuss and clarify program requirements (will be scheduled by request)*	October 16-December 8, 2023
Initial Allocation Package Submittal Due	December 31, 2023
Regionally Compiled Transit Operator Data Due	December 31, 2023
Requested Funding Will be Allocated No Later Than	April 30, 2024

*\*Comments and requests for meetings can be submitted to:  
SB125transit@calsta.ca.gov*

## 5 Eligible Projects

### TIRCP Funding (\$3.995 billion)

In order to be eligible for TIRCP capital project funding under this program, a capital project must demonstrate that it will achieve a reduction in greenhouse gas emissions using the CARB quantification methodology. It must also demonstrate an increase in ridership.

As codified in Section 75221(a) of the PRC, projects eligible for funding under the program include, but are not limited to, the following:

1. Rail capital projects, including intercity rail, commuter rail, light rail, and other fixed guideway projects. Additionally, the acquisition of rail cars and locomotives, and the facilities to support them, that expand, enhance, and/or improve existing rail systems and connectivity to existing and future

- transit systems, including the high-speed rail system.
2. Intercity, commuter, and urban rail projects that increase service levels, improve reliability, or decrease travel times, infrastructure access payments to host railroads in lieu of capital investments, efforts to improve existing rail service effectiveness with a focus on improved operating agreements, schedules, and minor capital investments that are expected to generate increased ridership, as well as larger scale projects designed to achieve significantly larger benefits.
  3. Rail, bus, and ferry integration implementation, including:
    - a. integrated ticketing and scheduling systems and related software/hardware capital investments (including, but not limited to, integration with bus or ferry operators and the use of contactless payment and General Transit Feed Specification (GTFS) implementation through Cal-ITP)
    - b. projects enabling or enhancing shared-use corridors (both multi-operator passenger only corridors as well as passenger-freight corridors)
    - c. related planning efforts focused on, but not limited to, delivery of integrated service not requiring major capital investment
    - d. other multimodal and service integration initiatives
  4. Bus rapid transit and other bus and ferry transit investments (including autonomous fixed guideway, vanpool, and microtransit services operated as public transit and first-/last-mile solutions), and to increase ridership and reduce greenhouse gas emissions. This includes large scale deployment of zero emission vehicles and the technologies to support them, and capital investments as a component implementing transit effectiveness studies that will contribute to restructured and enhanced service.

Grade separations and grade crossing improvements on passenger rail corridors or related to transit projects are eligible, as they are under the discretionary TIRCP. In addition to providing safety benefits, these projects often provide certain roadway based (and sometimes rail related) greenhouse gas emission reductions and a small increase in ridership (tied to reductions in train delays and cancellations tied to incidents at the crossing, and sometimes speed increases that occur after crossings are improved or eliminated). In some cases, ridership increases from such projects are more significant if they are necessary to increase train frequency.

Projects related to mitigating the impacts on freight rail services that are caused by growth in passenger rail may also be eligible for TIRCP funding even if they are not directly on the passenger rail corridor.

Projects that link housing with key destinations and that improve accessibility to economic opportunities are also eligible for TIRCP funding.

Demonstration projects that are smaller-scale efforts with great potential to be expanded are eligible for funding.

Projects may include new approaches to attracting increased ridership such as smart phone mobile ticketing, contactless payment, or other software and hardware solutions to reduce ticketing transaction costs, or a test of a concept related to integrated ticketing, as well as intercity rail/transit effectiveness or operational planning as a component of the capital investments in improved, expanded and/or restructured service designed to cost-effectively increase ridership. Research, development, and testing of emerging technologies are eligible components.

Many TIRCP applicants have met the requirements for reducing greenhouse gas emissions and increasing ridership through combining related capital investments that may individually address only one or the other benefit. Many TIRCP applicants have also augmented their chosen capital projects with key network integration planning studies that consider how to enhance the benefits of their projects (in connecting to other transit and rail systems), or planning efforts that consider a later phase of capital investment and the benefits it will bring to the current proposed project when constructed at a later date.

Agencies may apply to TIRCP Cycle 7 or later for projects that use SB 125 resources for new projects, either to complete project funding or to expand project scope; SB 125 funding will be counted as matching funds

in future TIRCP discretionary grant applications. Additional guidance will be provided in the TIRCP Cycle 7 guidelines.

Additionally, RTPAs may suballocate funds to agencies in their jurisdiction so agencies may use this funding to support projects that have previously received a TIRCP award and require an additional infusion of resources to deliver the original scope. RTPAs may assume that any funding from these SB 125 resources will help obtain or maintain funds from federal, state and local sources already committed to the projects, and document this benefit for their own projects, and require such documentation of benefits from project sponsors for other projects, in their Allocation Package submissions. Agencies shall state which project is seeking additional funds, identifying the Cycle 1 through 6 project, and whether the funding is needed for the full project scope or for a subcomponent.

RTPAs may suballocate funds to agencies in their jurisdiction so agencies may also use this funding for project development activities, similar to the “Major Projects Project Development Reserve” that was established in the Cycle 6 guidelines, including use of additional funding for projects that received funding for such projects in the Cycle 6 awards. While projects and programs of projects do not need to be ready for construction, agencies should identify how their project or program of projects will be eligible to apply for TIRCP construction funding in the future. As in Cycle 6, such projects must either be pursuing Capital Investment Grant funding through the Federal Transit Administration (FTA) or be part of the pursuit of Federal Railroad Administration funding through the Corridor Identification Program. Agencies may apply to TIRCP Cycle 7 or later for projects that use SB 125 resources for project development; SB 125 funding will be counted as matching funds in future TIRCP discretionary grant applications.

RTPAs that are themselves the capital project sponsor may also utilize funds for their own projects.

RTPAs are also authorized to use TIRCP moneys, subject to compliance with requirements described in Section 6 of these guidelines, to fund transit operating expenses within its jurisdiction that prevent service cuts and increase ridership. RTPAs that are themselves the operator of transit services may also utilize funds for their own operations. Service planning necessary to experiment with, demonstrate or implement significant service modifications may be funded as an operating expenditure at either the RTPA or transit operator level.

### **ZETCP Funding (\$1.1 billion)**

Pursuant to SB 125, zero-emission transit equipment, transit facility and network improvement projects such as those that support replacing aging vehicle fleets with Zero-Emission Vehicles (ZEVs), and associated fueling or charging infrastructure or facility modifications, are eligible projects for the Zero-Emission Transit Capital Program (ZETCP). ZEVs include heavy- and light-rail vehicles, buses, and other ZEVs used for transit service.

GGRF funds used on these projects (53.7% of the first year and 100% of years 2-4) will require submission of CARB quantification tools similar to those required for the TIRCP and LCTOP programs, as expending GGRF funds requires benefits reporting. They also require compliance with the CARB Funding Guidelines applicable to all GGRF funding, including semi-annual benefits reporting and identification of benefits to priority populations.

ZETCP funding may also be used for transit operations expenditures that prevent service reduction or elimination in order to maintain or increase transit ridership, in accordance with the provisions described in Section 6 of these guidelines. Planning efforts necessary to implement one or more of the Innovative Clean Transit Plan efforts within the region may be programmed as an operating expense out of the PTA portion of funds disbursed to each RTPA, but must be requested in an Allocation Package submission covering the FY23-24 funding year.

A maximum of 5% of total multi-year ZETCP funding, or \$5 million, whichever is lower, may be programmed by the RTPA for RTPA administration of SB 125 funding across both the TIRCP and ZETCP, and for planning

expenses related to developing the long-term financial plan. As the RTPAs are tasked with developing the regional long-term financial plan for their jurisdictions, there is no requirement to program and suballocate funds to transit operators for this purpose, although they may do so at their discretion. The RTPAs can procure professional services or use their own staff to gather the reports, data and relevant information needed to develop the regional long-term financial plan required by SB 125. This request must be made in the Allocation Package submissions covering FY 23-24 funding from the ZETCP as an operating project associated with the RTPA, as all funding will be drawn from the Public Transportation Account resources only available in that year. Small RTPAs are encouraged to combine planning efforts if feasible.

## 6 Requirements for Funding Allocations

Each RTPA seeking allocation of funding shall complete an Initial Allocation Package by December 31, 2023. Allocation Packages are encouraged to describe the full four-year plan for use of formulaic funds if already known, understanding that each year's funds are subject to appropriation in the respective budget year. However, Allocation Packages are expected to be updated for future years should there be any change in funding availability or projects selected for funding distribution. Allocation packages will be treated in accordance with Public Records Act requirements and certain information, subject to those requirements, may be publicly disclosed.

Each Allocation Package shall include, as applicable, the following:

- A. **A signed cover letter**, with signature authorizing and approving the request by the eligible RTPA.
- B. **An Allocation Package Narrative Explanation**, covering most of the requirements for the **regional short-term financial plan for immediate service retention** required by statute. This narrative explanation is required by December 31, 2023, unless the RTPA declares that none of the transit operators eligible to receive funding within their jurisdiction will have an operational funding need for SB 125 or additional discretionary or nonformula state funding between the 2023-24 fiscal year and the 2026-27 fiscal year, inclusive. It also must declare that it will not use the SB 125 funding for any of its transit operators. Such declarations may take the place of the narrative explanation, if applicable. Even if such declarations are made, the regional Allocation Package Narrative Explanation will still be a required submission by December 31, 2024, in order to receive a timely allocation of FY24-25 funding from SB 125 sources.

The Allocation Package Narrative Explanation shall include the following:

- i. **An explanation of what funding and service actions are being taken within the region that utilize resources other than SB125 funding.** This explanation incorporates the requirement to provide *a demonstration of how the region will address any operational deficit, using all available funds, through the 2025–26 fiscal year, based on a 2022 service baseline.* Each plan shall provide narrative and data describing the funding approach that addresses expected operational deficits of existing transit operators through the 2025-26 fiscal year across all the region's transit operators, including strategies to use all available local, state, and federal funds to address such deficits, and the impacts such strategies may have on any capital projects. This section shall focus on the approaches the region is taking and plans to take before the use of SB 125 funds to mitigate operational deficits, both in calendar year 2023 and in future fiscal years through the end of FY25-26. When applicable, this should include reference to delay or elimination of lower priority capital projects to increase funding for operations, utilizing historically high State Transit Assistance funding tied to recent high diesel fuel prices, the use of federal transit formula funding made higher through the Infrastructure Investment and Jobs Act (IIJA) for preventative maintenance expenditures within the operating budget, or the use of higher Local Transportation Fund revenues tied to healthy sales and use tax receipts in certain counties. In some cases, strategies involving the use of

non-SB 125 funds to increase transit operator funding may allow SB 125 funds to target capital needs. If utilized, such strategies should be described in this section. To the extent that such deficits cannot be fully addressed with available funds and actions, service impacts relative to the December 31, 2022 service baseline shall be described. *This section shall be analyzed and reviewed for completeness. It is understood to be a summary of major actions taken and planned to be taken across the region based on RTPA and/or transit operator decision-making.*

- ii. **A description and justification of the RTPA strategy to use SB 125 funding to construct capital projects and fund operating expenses that lead to improved outcomes in its jurisdiction.** This section shall describe the region's overall strategy for choosing to spend the expected SB 125 funds on the capital projects and operational expenses described in its Allocation Package. This section addresses the statutory requirements to provide a *justification for how the region's funding is proposed to be allocated to capital and operational expenses* and provide a *demonstration of how the plan will mitigate service cuts, fare increases, or layoffs relative to a 2022 service baseline to achieve short-term financial sustainability*. This section shall highlight the specific manner in which SB 125 funding requested for operations will reduce or eliminate the need for service cuts, fare increases or layoffs. With recent positive results from efforts designed to increase speed of transit services, allowing similar levels of service with lower operating costs or more service with the same operating budget, this section of the Allocation Package would benefit from describing any such efforts that are proposed for the region and transit operators in question. This can include transit-specific infrastructure, stop consolidation, or other efforts. In addition, this description addresses the statutory requirement to provide a *summary of how the plan will support ridership improvement strategies that focus on riders, such as coordinating schedules and ease of payment and improving cleanliness and safety, to improve the ridership experience*. Since restoring ridership and the associated fare revenues is one approach to strengthening the financial performance of each region's transit operators, this section shall highlight any portion of the capital projects or any portion of operating funds that are specifically focused on supporting improvement in ridership. *This section shall be analyzed and reviewed for completeness.*
- iii. **A detailed breakdown and justification for how the funding is proposed to be distributed between transit operators and among projects, consistent with the legislative intent described in SB 125.** This section shall include a narrative (and appropriate data and tables) describing the justification for the funding distribution to each specific operator and project that is requested. If requesting spending for transit operations, this section shall address the following items identified in the legislative intent language in SB 125:
  1. address operational costs until long-term transit sustainability solutions are identified
  2. assist transit operators in preventing service cuts and increasing ridership
  3. prioritize the availability of transit for riders who are transit dependent
  4. prioritize transit agencies representing a significant percentage of the region's ridership

If requesting funding for both capital projects and transit operations, the justification for the capital project shall include discussion of the high-priority nature of the capital project and the significance of its completion to the region. *This section shall be analyzed and reviewed for completeness.*

- C. **An Allocation Package Detailed Project Description**, required of all agencies requesting an allocation, regardless of whether they are required to submit a short-term financial plan by the end of 2023. This detailed project description covers all projects that are recommended by the RTPA for SB 125 funding. It does not need to fully utilize all available funds, as this document may be updated on a rolling basis throughout the period covered by SB125 funding as part of an Updated Allocation Package submission. However, for timely distribution of FY23-24 funds, this portion of the Allocation Package must be submitted by December 31, 2023, and for timely distribution of FY24-25 funds, by December 31, 2024.

The **detailed project description** described above must provide details about how the funding is proposed to be distributed between transit operators and among projects, both capital and operations. *This section shall be analyzed and reviewed for project eligibility and completeness.*

The list is divided into three sections, covering TIRCP Capital, ZETCP Capital and Operations Funding. Required contents for each are below.

#### **TIRCP Capital**

1. If an agency is requesting allocations for funding for an **existing TIRCP project** (i.e., a project that has received a previous TIRCP grant, including those involving project development for major projects), they should identify the title of the project and the TIRCP cycle of award (cycles 1-6). They should also identify whether the funds will be used for the full project or for a subcomponent. Each project receiving additional funding shall identify the reason for additional funds being needed, including cost escalation, additional scope requirements or maintaining federal funding commitments. No additional GHG reduction or increased ridership benefits are required to request funds for an existing TIRCP project.
2. If an agency is requesting allocation for funding for **new TIRCP-eligible projects**, they shall include for each requested TIRCP capital project:
  - a. A summary or fact sheet (one- to two-page) that includes the following elements:
    - i. Implementing agency or agencies
    - ii. Project title
    - iii. Dates for the start and end of each project phase
    - iv. Summary of project scope
    - v. Total project costs
    - vi. Identification of the source, type and amount of all funding
  - b. A detailed project schedule, including the project's current status, and the completion dates of all major delivery milestones.
  - c. Project Location – provide a map for each of the following:
    - i. Project location denoting the project site. Provide a KML file for the project with the transit route/project location represented by lines and stops represented by points as applicable.
    - ii. In addition to showing where housing exists, provide information on housing density and planned/zoned/permitted/etc. housing density.
    - iii. In addition to illustrating existing employment centers, provide information on employment density, mix of employment types, and planned future employment land uses.

- iv. Planned and existing active transportation infrastructure (what currently exists, what is planned, and what would be funded by the project).
  - d. An explanation of greenhouse gas reducing features of the project such as project components that improve air quality and reduce greenhouse gas emissions along a specific corridor, surrounding land use density, housing and employment centers, transit- oriented development/sustainable communities strategy projects, active transportation infrastructure and other features, to the extent available. For all construction projects, agencies are required to submit a copy of the California Air Resources Board (CARB) Quantification Methodologies (QMs) and Calculator Tools for estimating greenhouse gas (GHG) emission reductions and co-benefits identified in Attachment 2.
  - e. An explanation of expected ridership benefits of the project when constructed.
  - f. If applicable, an explanation of how some or all of the project is expected to provide direct, meaningful, and assured benefits to a disadvantaged community, low-income communities or low-income households as defined by SB 535 and AB 1550.
3. If agencies plan to use this funding for only **project development activities for a new project**, they are required to show how their project or program of projects will be eligible to apply for TIRCP construction funding in the future. If the project would not be eligible to apply for TIRCP as a new project, it will not qualify for funding for project development. Agencies shall also demonstrate that they have entered into, or have applied to enter into, federal project development processes for at least a portion of the project or program of projects, and that they expect to receive federal funding in the future once complete with project development. If the agency expects to be able to leverage state funding to provide the match necessary to obtain federal planning funds, this should also be identified. The required detail for project development only is as follows:
- a. A summary or fact sheet (one- to two-page) that includes the following elements:
    - i. Implementing agency or agencies
    - ii. Project title
    - iii. Dates for the start and end of each project development phase, as well as the anticipated date of construction
    - iv. Summary of overall project scope for the constructed project, with an emphasis on project development scope
    - v. Total project costs for project development, and an estimate of the fully constructed project cost if available
    - vi. Identification of the source, type and amount of all funding for the project development phase
  - b. A detailed project schedule for the project development phase, including the project's current status, and the completion dates of all major delivery milestones.
  - c. Description and map designating the project location
  - d. An explanation of greenhouse gas reducing features of the project such as project components that improve air quality and reduce greenhouse gas emissions along a specific corridor, surrounding land use density, housing and employment centers, transit- oriented development/sustainable communities strategy projects, active transportation infrastructure and other features, to the extent available. No GHG emissions reduction quantification is required, but can be acknowledged, if available.

- e. An explanation of expected ridership benefits of the project when constructed.
- f. If applicable, an explanation of how some or all of the project is expected to provide direct, meaningful, and assured benefits to a disadvantaged community, low-income communities or low-income households as defined by SB 535 and AB 1550.

### **ZETCP Capital**

If an agency is requesting allocation for funding for **ZETCP capital projects**, they shall include for each requested ZETCP capital project:

- a. A summary or fact sheet (one- to two-page) that includes the following elements:
  - i. Implementing agency or agencies
  - ii. Project title
  - iii. Dates for the start and end of each project phase
  - iv. Summary of project scope
  - v. Total project costs
  - vi. Identification of the source, type and amount of all funding
- b. A detailed project schedule, including the project's current status, and the completion dates of all major delivery milestones.
- c. Project Location – provide a map for each of the following, where relevant:
  - i. Project location denoting the project site. Provide a KML file showing project location(s) and impacted transit lines.
  - ii. In addition to showing where housing exists, provide information on housing density and planned/zoned/permitted/etc. housing density.
  - iii. In addition to illustrating existing employment centers, provide information on employment density, mix of employment types, and planned future employment land uses.
  - iv. Planned and existing active transportation infrastructure.
- d. An explanation of greenhouse gas reducing features of the project. For all construction projects, agencies are required to submit a copy of the California Air Resources Board (CARB) Quantification Methodologies (QMs) and Calculator Tools for estimating greenhouse gas (GHG) emission reductions and co-benefits identified in Attachment 2.
- e. At the time of the Allocation Package submission, applicants are required to submit a job co-benefit modeling tool, which is based upon a co-benefit assessment methodology developed by CARB. This tool can be found here: <https://ww2.arb.ca.gov/resources/documents/cci-methodologies>
- f. An explanation of how some or all of the project is expected to provide direct, meaningful, and assured benefits to a disadvantaged community, low-income communities or low-income households as defined by SB 535 and AB 1550. Agencies must evaluate the criteria detailed by CARB (see Attachment 1) and complete the CARB benefit criteria table in Attachment 3, to determine whether the project meets criteria for providing direct, meaningful, and assured benefits to a disadvantaged community, low-income community, and/or low-income households and address a community need pursuant the CARB's Funding Guidelines, and document the manner in which all or part of the project does so. If an agency plans to engage in additional efforts to consult with disadvantaged or low-income stakeholders as part of project development, a specific task and budget for the proposed activities should be included in the project application.



- i. It is a goal of programs using GGRF resources to maximize benefits to disadvantaged communities and low-income communities and households. Pursuant to the requirements of SB 535, as amended by AB 1550, the overall California Climate Investments Program funded with Cap-and-Trade auction proceeds must result in: (1) a minimum of 25% of the available moneys in the GGRF to projects located within, and benefiting individuals living in, disadvantaged communities, (2) an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state, and (3) an additional minimum of 5% either to projects that benefit low-income households that are outside of, but within a 1/2 mile of, disadvantaged communities, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within a 1/2 mile of, disadvantaged communities.
- ii. Information on California Climate Investments to Benefit Disadvantaged Communities with background on SB 535, AB 1550 and the CalEPA California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen), can be found at: <https://calepa.ca.gov/EnvJustice/GHGInvest/>
- g. Identification of whether the entire project, or only certain components, address AB 1550 benefits, and identification of the portion of the budget related to those components.
- h. An explanation of expected ridership benefits of the project when constructed, if any.

#### Transit Operations Funding

If an agency is requesting an allocation of funding for transit operations for one of the operators, it shall include the following information for each operator covered by its request:

- 1. Name of Transit Operator
  - 2. 2022-23 Ridership for the Operator and Operator's Percent of Region's Total Ridership
  - 3. Amount of Funding Requested, by source (TIRCP or ZETCP) and Budget Year
  - 4. List of Specific Activities Funded by the Request, quantified where possible:
    - a. Amount of service being paid for by the additional funding expressed in both revenue service hours and by nature of service retention, restoration or increase invested in (e.g. preventing a reduction in frequency on one or more routes (or systemwide), frequency increases on particular routes or launch of new routes made possible by the funds)
    - b. Identification of operating expenses invested in increased safety and security measures
    - c. Identification of operating expenses that are intended to increase ridership
  - 5. Identification of benefits to transit dependent riders of activities funded by the request
- D. **A summary Excel table including the proposed uses of TIRCP and ZETCP funds by fiscal year of availability**, up to the levels presented in Section 3 above. Uses shall be subdivided between funding for capital projects and funding for operations expenses, with each project and its implementing agency specifically identified, and each operator that will receive operations funding also specifically identified. An Excel template to be used in submitting this required information will be available on the CalSTA website within the Subject Area page dedicated to SB125 Funding. This table should contain data that matches the information submitted in the **Allocation Package Detailed Project Description**. The data table shall indicate the funding year from which funds are encumbered to the project or operating expense by the RTPA. Actual expenditure of funds may be in that year or a

future year, as necessary for the project or operation.

- E. Agencies must also submit **regionally representative transit operator data** in coordination with transit operators providing service within the jurisdiction of the regional transportation planning agency. Regionally representative operator data is expected to include all State Transit Assistance-receiving agencies that are also direct reporters to the National Transit Database (NTD), as well as any additional agencies that are expected to receive either operating or capital project funding from the SB 125 funds. Exceptions are noted below. This data collection is aligned with some of the expected data needs for the Transit Transformation Task Force. For agencies to receive an allocation of funds in the 2023-24 fiscal year, the transit operator data must be submitted by December 31, 2023. CalSTA and Caltrans will review the data submissions for completeness, understanding the quality of the data may vary between operators. RTPAs are not required to confirm the data accuracy compiled from their transit operators. If the transit operator data does not meet the following requirements or is incomplete, agencies will have an opportunity to remedy their submission and receive access to the funding after the requirements are met, by no later than April 30, 2024. The regionally representative transit operator data shall include, but is not limited to:
- i. **Existing fleet and asset management plans by transit operators.** Innovative Clean Transit Plan developed for CARB will be considered an already-responsive component of this requirement. Operators that are required to submit Asset Information Module data to the FTA's National Transit Database (whether on their own or as part of a group plan) should confirm the last time period for which data was submitted, and whether they submitted their data as part of a group plan. If such data is already submitted to the NTD by Caltrans, the most recent submission should be noted and referenced. If the operators within an RTPA's jurisdiction have operator-specific fleet and/or asset management plans developed for their own management purposes, or for compliance with FTA Capital Investment Program requirements, the most recent version of such plans should be submitted.
  - ii. **Revenue collection methods and annual costs involved in collecting revenue for each transit operator and regional transportation planning agency involved, by payment instrument.** The methods (payment instruments) of revenue collection should be noted and described for all operators covered by the data submission requirements, including reference to use of cash fareboxes, transit passes and tickets available for sale at different locations and in different media, use of mobile ticketing and/or use of smart cards or contactless payment. Information on revenue collection costs shall also be submitted for those operators or regional agencies that are able to identify specific costs in their operating or capital budgets associated with such revenue collection costs. Annual cost should be related to annual revenue for each operator that has relevant data to report. For operators that have no identifiable expenses and are not NTD reporters, fare revenues shall still be submitted for the most recent fiscal year in question. For regional agencies that have revenue collection costs without collecting fare revenues directly, the revenue collection costs should be reported by payment instrument, along with an indication of which operators are served by such revenue collection efforts.
    - 1. The dataset shall include, for each transit operator or regional transportation planning agency involved in revenue collection (as applicable):
      - a. Total cost of revenue collection and total revenue collected for the most recent fiscal year
      - b. Cost of revenue collection by payment instrument (where available, even if only for certain instruments and not all) and total revenue

collected by those same payment instruments, for the most recent fiscal year.

2. Planned capital costs related to fare collection in the next 4 years, if any are planned (including those within expected transit vehicle or other procurements).
- iii. **A statement of existing service plan and planned service changes through the end of 2023-24, and schedule data in General Transit Feed Specification (GTFS) format.** The goal of this data submission is to provide up to date representation of schedules by transit operator. Nearly all transit agencies of the state are providing their data in GTFS format on a regular basis, and are required to start doing so by FTA regulations by 2024. Such data is already visible to the public and to state agencies as indicated below. Compliance with these statutory requirements may be met by each operator confirming that their current schedule data is correct (an accurate representation of the service that the customer will see in operation), and that future service changes will be translated into an updated GTFS format on a timely basis. If a service change is planned during FY 23-24, an estimated date for submission of GTFS data should be indicated.

A brief summary of the existing service plan and changes to the levels of service planned by operator, at a level that is representative of the larger planned changes but does not need to cover minor changes, shall accompany the allocation package. Major frequency changes, or addition or discontinuance of routes, should be reflected, but not minor routing or scheduling changes. In addition, changes in total amount of revenue service hours planned for this current fiscal year shall be reported, along with the timeframe for such a change.

1. Existing service is assumed to have been described in the agencies most recent GTFS feed / GTFS Realtime feed. A list of agencies and associated feeds can be found at <https://data.ca.gov/dataset/cal-itp-gtfs-ingest-pipeline-dataset/resource/e4ca5bd4-e9ce-40aa-a58a-3a6d78b042bd>. If this is in error, please contact [hello@calitp.org](mailto:hello@calitp.org). More general information specific to reporting in GTFS may be found at <https://dot.ca.gov/cal-itp/california-minimum-general-transit-feed-specification-gtfs-guidelines>.
  2. For the proposed service plan, the ideal format is a GTFS feed, representing, at a minimum, proposed weekday, Saturday and Sunday service, planned scenario. Otherwise, we will accept frequency or new line-based changes. (i.e., line X goes from every 20 minutes to every 10 minutes during peak periods, defined as 6am-9am and 4pm to 7pm).
  3. The phasing plan for any proposed service changes.
- iv. **Expenditures on security and safety measures.** This data should be submitted by those agencies that have current or changed levels of expenditure that are specific to security (including cybersecurity) and safety measures, if applicable to the agency or operators covered by the report. This information is expected to highlight those regions and agencies that are expending significant funding, in order to consider this in the context of the Transit Transformation Task Force and to consider the role such spending may play in restoring and increasing ridership. Not all agencies and operators are expected to have specific data in this area.
- v. **Opportunities for service restructuring, eliminating service redundancies, and improving coordination amongst transit operators, including, but not limited to, consolidation of agencies or reevaluation of network management and**

**governance structure.** RTPAs with efforts involving these activities across their region or involving specific operators shall provide a summary of the opportunities they are pursuing or have acted upon, including any reports on such opportunities.

Technical assistance in addressing the required contents of the Initial Allocation Package and any future updates may be requested by emailing the SB 125 e-mail address at [SB125transit@calsta.ca.gov](mailto:SB125transit@calsta.ca.gov). Assistance may be provided by CalSTA, Caltrans or CARB, depending on the nature of the specific question.

Applicants are reminded that while initial allocation packages are due by December 31, 2023, they may submit updates to such packages on a rolling basis that CalSTA anticipates reviewing on a 30- to 60-day timeline for approval of additional allocations of funding, up to the limit available for the RTPA at the relevant point in the program.

RTPAs are also required to make publicly available (i.e., posted online) a summary of monthly ridership data, consistent with the data submitted to the FTA's NTD, from all its transit operators and should cover the time period starting on July 1, 2022, through at least June 30, 2028. The monthly reports should include ridership data for each mode of public transportation service that the agency operates. This information will provide the public with monthly trends in ridership and service supplied throughout the year, and also allow for a comparison of ridership recovery compared to this same time last year. Caltrans will provide all RTPAs with a summary report each month that meets the requirements of this statutory provision, drawn from the data reported to the National Transit Database. The data will be drawn from the NTD at: [Complete Monthly Ridership \(with adjustments and estimates\) | FTA \(dot.gov\)](#). RTPAs are required to post a link to this report and data in a manner easily accessed by the public, so that ridership trends within their region can be easily reviewed, in order to receive approval for their allocation packages.

Unrelated to the Allocation Package submissions, agencies are required to submit and receive approval of a one-time, long-term financial plan by June 30, 2026, that addresses the approach to sustain the region's transit operations absent additional discretionary or nonformula state funding to maintain eligibility for future TIRCP funding in the 2026-27 fiscal year and beyond. *This plan will be analyzed and reviewed for completeness.*

Each long-term financial plan shall include, but is not limited to:

- I. Demonstration of the implementation of ridership retention and recovery strategies, including, but not limited to, policies that prioritize safety and cleanliness and streamlined coordination between transit operators, such as schedule coordination, reduced boarding times, operational management, and site sharing, to improve rider experience.
- II. A five-year forecast of operating funding requirements with detail on all sources of funding proposed for operations, including any new local and regional funding sources being pursued and the progress and improvements implemented since the last submitted regional short-term financial plan.

Technical assistance as it relates to the development of long-term financial plans may be offered from CalSTA and/or Caltrans. RTPAs are expected to utilize existing plans and documents that address the requirements of the long-term financial plan where possible, including the use of supplemental materials or addenda to their existing plans as applicable. CalSTA analysis and review for completeness will only extend to content required by the provision of SB 125. Additional guidance will be developed and articulated in future updates to these guidelines, per the legislative intent of SB 125.

## 7 Approval and Programming

Once an agency's Initial Allocation Package is received, along with verification that monthly ridership data as required by statute is available on each regional agency's website, CalSTA will review and analyze the submitted documents for completeness and for project eligibility with a commitment to facilitate these funds to projects in an expeditious manner and not infringe on the local decision-making processes that determined the specific projects proposed for funding. If all projects are eligible and the documentation is complete, CalSTA will notify the RTPA that its package is approved, publish the information on its SB125 Transit Formula Program subject area page, and authorize disbursement of applied-for funds to the RTPA. If Initial Allocation Packages are incomplete, RTPAs will be promptly notified and allowed to address areas of incompleteness. If any projects are found to be ineligible, RTPAs will be provided an opportunity to choose between either remedying the ineligible project (or replacing it with another) prior to having the entire package approved, or advancing all projects that are eligible and addressing the ineligible project in a future Updated Allocation Package. CalSTA will maintain a Program Allocation Report that will incorporate all approved projects (both capital and operating) that will be updated in any quarter during which additional approvals of Initial Allocation Packages or Updated Allocation Packages have been made.

Agencies are not required to fully apply for all available funding at the time of Initial Allocation Package submission. Unrequested monies, or the request to program interest earned on deposited funds that have not yet been disbursed to implementing agencies, may be requested in a future Updated Allocation Package. If an agency chooses to request previously unrequested funding or reprioritize funding between projects (including the addition or deletion of a project from their approved project list), an Updated Allocation Package shall be submitted for approval, including a Summary of Changes section immediately after the cover letter authorizing submission, and any updates to the project information in the document relative to the request. Such documents will be reviewed and analyzed upon receipt for completeness and project eligibility with a commitment to facilitate these funds to projects in an expeditious manner and not infringe on the local decision-making processes that determined the specific projects proposed for funding, with the approved changes included in the quarterly updates to the Program Allocation Report. Notification will be provided to each submitting agency within 30 to 60 days of submission of an Updated Allocation Package regardless of whether the next quarterly Program Allocation Plan has been published.

## 8 Project Delivery and Reporting

To the extent that recipients specify existing TIRCP projects that already have competitive TIRCP funding awards, CalSTA and Caltrans will work with each project sponsor to update project program supplements to reflect the use of these supplemental resources on the project under its delegated authority from CalSTA. The first year of funding for TIRCP and the ZETCP is already available for distribution once required materials are submitted and is expected to be fully encumbered or expended and liquidated by June 30, 2028. FY23-24 funds for TIRCP and the ZETCP must be disbursed to RTPAs by this deadline. Once received by the RTPA there is no deadline for the expenditure of funds. Agencies may spend SB 125 funds in any order relative to other state, federal and local funds.

As a condition of ongoing disbursement of requested SB 125 funds, the RTPAs must submit to CalSTA an Annual Report documenting the activities and progress made toward implementation of the projects and operating expenditures, which includes total SB 125 expenditures to date and total amount remaining. Recordkeeping and reporting requirements will apply through the life of the projects.

As previously noted, recipients must deposit funds into a dedicated bank account that will hold only SB 125 funds. If a separate account is not possible, the agency may show documents of a line item or subaccount dedicated to SB 125 funds. These funds must also be spent on eligible projects and will be accounted for when an agency submits its required Annual Report.

A reporting template will be distributed prior to the first annual report being due by December 31, 2024.

A final delivery report for completed capital projects may also be required, to provide notification of the completion of the project and confirmation of its placement into service. Additional guidance may be developed and articulated in future updates to these guidelines, per the legislative intent of SB 125, and may include the development and distribution of a final delivery report template in the future.

Consistent with CARB's Funding Guidelines, local agencies are required to report on job co-benefits, in addition to all other reporting requirements, for funding associated with the ZETCP. Job co-benefits refer to California jobs supported, not created, by California Climate Investments. Jobs supported by California Climate Investments include direct, indirect, and induced employment.

At the time of the Allocation Package submission for the ZETCP, agencies are required to submit a job co-benefit modeling tool, which is based upon a co-benefit assessment methodology developed by CARB. Once an awarded project has been implemented, funding recipients will also be required to report actual (not modeled) jobs data via the semi-annual reporting process. Note that these requirements are only for the ZETCP and are not necessary for the SB 125 TIRCP funding. Projects accessing funding from the ZETCP may also be required to submit reporting information related to greenhouse gas reductions and priority population benefits in accordance with the CARB's Funding Guidelines (see Attachment 1).

Implementing agencies should note that additional Project Outcome Reporting may be required for TIRCP or ZETCP capital projects. Caltrans may provide assistance through Cal-ITP on scheduling, real-time information and payments to streamline reporting requirements.

The State of California has the right to review project documents and conduct audits during project implementation and over the life of the project. Caltrans or another State agency may audit a sample of SB 125 projects to evaluate the performance of the project, or compliance with state and federal laws and regulations, contract provisions; and program guidelines, and whether project deliverables (outputs) and outcomes are consistent with the project scope, schedule, and benefits described in the Allocation Package. A report on the projects audited must be submitted by the auditing agency to CalSTA.

In addition, agencies that receive ZETCP funding under this program shall submit a report to CalSTA, no later than October 31, 2024, and annually by October 31<sup>st</sup> of subsequent years, that includes the following information:

- a. How much funding is to be used for operating costs, if any.
- b. The number, type, date, and location of zero-emission buses, trains or other vehicles purchased, if any.
- c. The number, type, date, Open Charge Point Interface (OCPI) data, and location of electric charging stations or hydrogen fueling stations purchased and installed, if any.
- d. The nameplate capacity of installed equipment in kilowatts for electric charging stations and kilograms per day for hydrogen fueling stations, if any.
- e. The total costs and the source of funding for vehicles and equipment purchased using these funds.

Additional guidance related to the ZETCP annual report will be provided at least six months before its required submission.

## 9 Project Administration

Projects awarded funding from SB 125 are expected to document and publicize the TIRCP and ZETCP in proper context when developing press releases and board documents, or in hosting public events such as project groundbreakings. References should be made to TIRCP, ZETCP, the California State Transportation Agency as the program sponsor, and the state programs as fund sources, as applicable, in order to ensure transparency regarding the funding of the projects. Additional details may be provided.

Agencies must encumber and expend monies consistent with State law and ensure that GGRF monies are utilized consistent with the expenditure record submitted by CalSTA and required by SB 1018. A determination that use of GGRF monies is not consistent with the expenditure record and does not further the purposes of AB 32 may occur during legal proceedings or during an audit or program review conducted by the Bureau of State Audits, Department of Finance, a third-party auditor, or CARB. Depending on the outcome of those proceedings or review, agencies may be required to return monies to the state if expenditures are not consistent with the statutory requirements (such as not furthering the purposes of AB 32).

If a short-term financial plan does not meet the content and completeness requirements outlined in section 6, or if specific projects described do not meet eligibility requirements, agencies will have an opportunity to remedy their plan and receive access to the funding after the requirements are met.

Audits and on-site monitoring can take place at any time at the discretion of CalSTA, without prior warning given to the agency. CalSTA has the right to audit the project records, including technical and financial data of the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time after award, during the course of the project and for three years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request.

The state may terminate the disbursement of funds if it learns of or otherwise discovers that there are allegations supported by reasonable evidence that a violation of any state or federal law or policy by the recipient which affects performance of this funding, or any other grant agreement or contract entered into with the State. If funding disbursement is terminated, or project approval revoked, the agency may be required to fully or partially repay funds from the TIRCP or ZETCP.

## **Attachment 1: CCI Funding Guidelines for Administering Agencies** **(applies to ZETCP Recipients Using GGRF Funds)**

### **Investments to Benefit Disadvantaged Communities and Low-Income Communities and Households**

The California Air Resources Board (CARB) released the "Funding Guidelines for Agencies Administering California Climate Investments" (Funding Guidelines) on August 30, 2018.

The 2018 Funding Guidelines provide flexibility in implementing a diverse set of investments while maintaining transparency of outcomes and ensuring meaningful community benefits from these investments. These guidelines align with the Legislature's priorities found in [AB 398](#) and Fiscal Year (FY) 2017-18 appropriations. These guidelines reflect the increasingly important role of California Climate Investments in facilitating the reduction of greenhouse gases while also reducing air pollution, helping communities adapt to the impacts of climate change, and providing meaningful benefits to disadvantaged communities, low-income communities, and low-income households (also referred to as "[priority populations](#)"), among other statutory requirements.

CARB collaborates with agencies that administer California Climate Investments programs to develop individual targets for each program to drive investments that achieve direct and meaningful benefits to [priority populations](#) and help ensure that [statutory requirements](#) are met, which are described in AB 1550.

Additional information can be found at the following CARB websites:

<https://ww2.arb.ca.gov/resources/documents/cci-funding-guidelines-administering-agencies>



## **Attachment 2: Quantification Methodology and Co-Benefit Assessment Methodology**

### **CCI Quantification and Reporting Materials**

Administering agencies using ZETCP GGRF funding for capital expenditures must use the Funding Guidelines with the resources provided by CARB to develop effective programs and demonstrate compliance with program requirements.

Resources include Quantification Methodologies (QMs) and Calculator Tools for estimating greenhouse gas (GHG) emission reductions and co-benefits; Benefit Criteria Tables (BCTs) for determining benefits to priority populations; and Reporting Templates for reporting outcomes.

CARB staff developed the [TIRCP QM](#) and associated [Calculator Tool](#) to provide guidance for estimating the GHG emission reductions and selected co-benefits for each proposed project type. The calculator tool automates methods described in the QM document, outlines documentation requirements, and provides a link to a step-by-step user guide with project examples. Projects will report the total project GHG emission reductions and co-benefit estimated using the TIRCP Calculator tool as well as the total project GHG emission reductions per dollar of GGRF funds.

The TIRCP Calculator Tool will be used for most ZETCP capital projects, and also for developing quantification estimates for new TIRCP capital projects using SB 125 funds.

Using many of the same inputs required to estimate GHG emission reductions, the TIRCP Calculator Tool will estimate the following co-benefits and key variables from TIRCP projects

- ROG emission reductions (lbs),
- NOx emission reductions (lbs),
- PM2.5 emission reductions (lbs),
- Diesel PM emission reductions (lbs),
- Passenger VMT reductions (miles),
- Fossil fuel use reductions (gallons),
- Fossil fuel energy use reductions (kWh),
- Passenger travel cost savings (\$), and
- Energy and fuel cost savings (\$).

All CARB co-benefit assessment methodologies are available at:

<https://ww2.arb.ca.gov/resources/documents/cci-methodologies>

Reporting templates are developed specifically for each program within California Climate Investments. These templates are used by TIRCP staff to report on outcomes from all projects funded by TIRCP, and are expected to also be used to report on outcomes for ZETCP GGRF-funded projects. Additional quantification tools will be identified by CARB for ZETCP project types that are not covered by current quantification tools, generally utilizing select tools used by existing GGRF programs.

Additional information can be found at the following CARB website:

<https://ww2.arb.ca.gov/resources/documents/cci-quantification-benefits-and-reporting-materials>

## Co-benefit Assessment Methodology

California Climate Investments support the State's climate change goals and provide many additional benefits to individuals, households, businesses, and communities. These "co-benefits" include social, economic, and environmental benefits. CARB provides guidance on quantification methods and reporting to administering agencies. CARB contracted with the University of California, Berkeley (UC Berkeley) to help research and develop methods for evaluating project co-benefits. Guidance on using the co-benefit assessment methodologies is contained in [CARB's Funding Guidelines](#).

The co-benefits were prioritized based on administering agency input and broad applicability to California Climate Investments programs. UC Berkeley first reviewed the scientific data to determine if methods could be developed and summarized the findings in literature reviews. Next, UC Berkeley and CARB developed Co-benefit Assessment Methodologies where feasible. CARB solicited public comment on draft versions in Spring 2018 prior to posting final Co-benefit Assessment Methodologies. CARB may review and update assessment methodologies periodically based on new or evolving project types; new legislation; available resources; new scientific developments or tools, or modifications in the analytical tools or approaches upon which the methodologies were based; or input from administering agencies or the public.

The California Air Resources Board is updating the Co-benefit assessment methodology. See the following website for the final methodology.

<https://ww2.arb.ca.gov/resources/documents/cci-methodologies>

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## **Attachment 3: Benefit Criteria Tables**

### **CCI Benefit Criteria Tables**

ZETCP will use the Sustainable Transportation [Benefit Criteria Table](#) developed by CARB to ensure that programs meet the minimum levels of investments to projects that benefit residents of disadvantaged communities, low-income communities, and low-income households, collectively referred to as “priority populations”.

All projects counting toward the statutory investment minimums must be located within an identified community and benefit individuals living within that community, or directly benefit residents of low-income households anywhere in the State. Administering agencies must determine if a project meets the criteria for providing direct, meaningful, and assured benefits to priority populations using the following evaluation approach:

**Step 1:** Identify the Priority Population(s). Be located within a census tract identified as a disadvantaged community or low-income community, or directly benefit residents of a low-income household.

**Step 2:** Address a Need. Meaningfully address an important community or household need for the disadvantaged community, low-income community, or low-income household.

**Step 3:** Provide a Benefit. Using the evaluation criteria, identify at least one direct, meaningful, and assured benefit that the project provides to priority populations. The benefit provided must directly address the identified need.

Only investments that meet these criteria will be counted toward achieving the statutory investment minimums identified for priority populations. Administering agencies can fund projects that otherwise provide meaningful benefits, but do not meet these criteria; however, those projects will not be counted toward investment minimum.



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 4-J

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

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**SUBJECT:**

Caltrans System Investment Strategy (CSIS) 2.0

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

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

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

Caltrans will be conducting two upcoming workshops regarding CSIS 2.0:

September 19 – Rural

September 21 – Urban

The CSIS 2.0 Public Review Draft is scheduled for release in October 2023.

Additional information on CSIS may be found on the Caltrans website at:

<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/corridor-and-system-planning/csis>

**FISCAL IMPACT:**

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

## California Department of Transportation

PLANNING AND MODAL PROGRAMS  
P.O. BOX 942873, MS-49 | SACRAMENTO, CA 94273-0001  
(916) 654-5368 |  
[www.dot.ca.gov](http://www.dot.ca.gov)



August 31, 2023

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

Dear Ms. Taylor:

Thank you for providing comments on behalf of the Madera County Transportation Commissions (MCTC) for the Caltrans System Investment Strategy (CSIS). CSIS provides a policy framework to operationalize and advance the Climate Action Plan for Transportation Infrastructure (CAPTI), California Transportation Plan 2050 (CTP 2050), and Governor Newsom's Executive Order (EO) N-19-19 and N-79-20. The CSIS drives prioritizing transportation investments that align with statewide policy goals and the state's firm commitment to combatting climate change, while also reinforcing long-held values such as improving safety, improving mobility and accessibility, advancing environmental health and justice, and enhancing quality of life.

The California Department of Transportation (Caltrans) appreciates the comments provided by MCTC. The comments were considered in developing CSIS 2.0. This update is focused on Local Sponsored PID Evaluation Guidance, updates to the main narrative of CSIS to provide clarity on the framework and associated processes. The update also transitions from qualitative to quantitative project performance measures in anticipation of SB 1 Cycle 4 nominations. Stakeholders can anticipate a future email inviting partners to engage in workshops to hear and comment about the changes with CSIS 2.0.

Our responses to MCTC comments are provided below:

**Comment:** MCTC is requesting that Caltrans work closely with stakeholders to revise the document. The Draft Interim CSIS was developed by Caltrans without stakeholder input, such as Metropolitan Planning Organizations (MPOs).

**Response:** Thank you for sharing your concerns. Caltrans agrees that closer collaboration with partners across the board is needed. Moving forward Caltrans will develop robust outreach and engagement plan in which stakeholder input will be critical step. There are upcoming workshops and a comment period this summer, we will make sure all stakeholders are included.

**Comment:** The rural rubric definitions for the Trade Corridor Enhancement Program (TCEP), Solutions for Congested Corridors Program (SCCP), and the State-Sponsored Project Initiation Document (PID) do not necessarily reflect rural conditions. The TCEP and SCCP should have separate criteria to better reflect the intent and purpose of each program.

**Response:** Thank you for sharing your concerns. As we move further in this process, during our outreach events, we will work to address rural conditions. This will help in terms of further refinement of TCEP, SCCP, and PID evaluation processes. We will look forward for upcoming workshop this summer to discuss more on this.

Again, thank you for the valuable input on the draft CSIS. Caltrans looks forward to continued collaboration with the MCTC. If you have any questions, please email them to [CSIS@dot.ca.gov](mailto:CSIS@dot.ca.gov) or contact Roy Abboud, the Office Chief of Corridor & System Planning, at [roy.abboud@dot.ca.gov](mailto:roy.abboud@dot.ca.gov) or (916) 508-1591.

Sincerely,



Jeanie Ward-Waller  
Deputy Director for Planning & Modal Programs

# Caltrans System Investment Strategy

SELF HELP COUNTIES COALITION & CALCOG WORKSHOP – SEPTEMBER 5, 2023

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**Jeanie Ward-Waller**  
Deputy Director  
Planning and Modal Programs



## CSIS Overview

**CAPTI Key Action S4.1:** Develop and Implement a new, data- and performance-driven approach in the Caltrans System Investment Strategy (CSIS) to Align Caltrans Project Nominations with the CAPTI Investment Framework.

### What is the CSIS?

- Framework for Caltrans Investment Prioritization
- Scoring Criterium and Processes for Project Alignment Assessment

### When was the CSIS developed?

- CSIS 1.0 (Interim CSIS) - March 2022
  - CSIS 2.0 Public Review Draft October 2023
-

# CSIS Update

- CSIS 2.0
  - Main Document narrative
  - Local Sponsored PID Guidance
  - Quantitative Metrics update

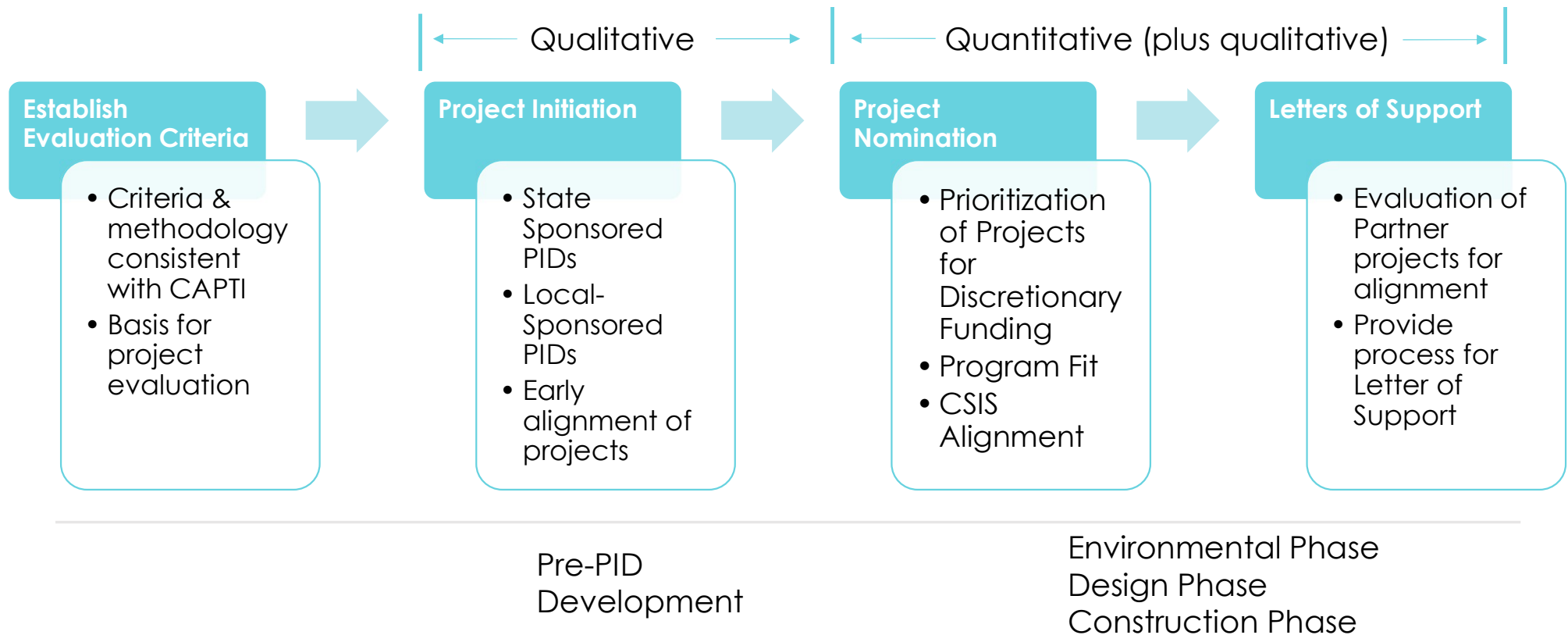


# CSIS 2.0 Schedule

FOR DISCUSSION



# CSIS Evaluation Framework



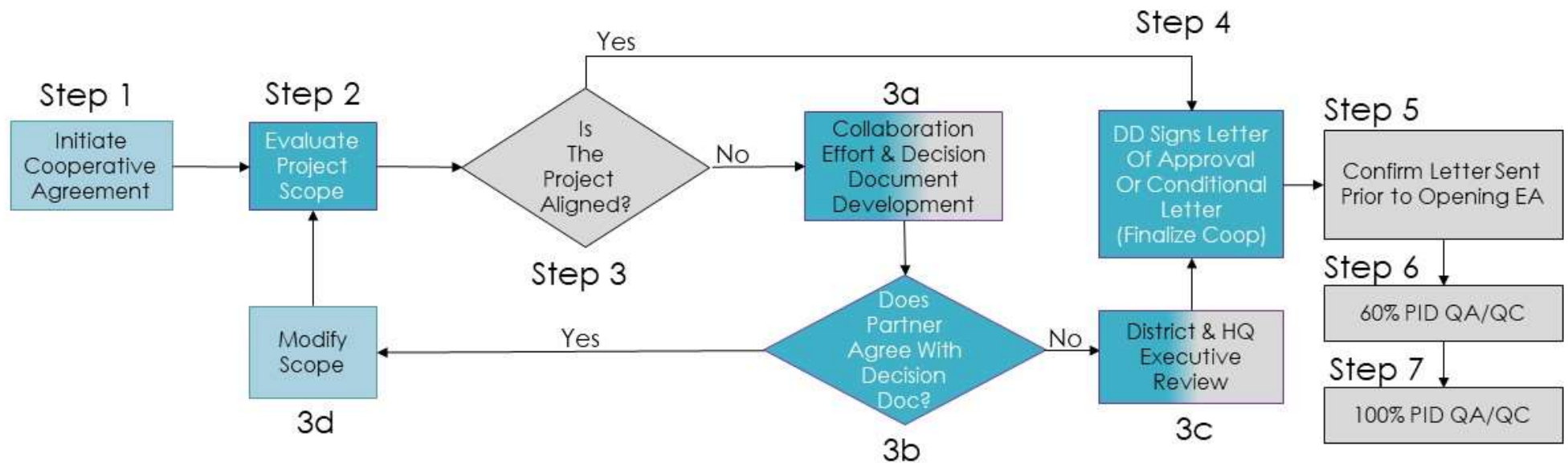
## **Marlon Flournoy**

Division Chief

Division of Transportation Planning



# Draft Local Sponsored PID Flow Chart



Color Indicates Process/Decision-Owner



DD - District Director, EA – Expenditure Authorization  
QA – Quality Assurance, QC- Quality Control

# Local Sponsored PID Evaluation Guidance

## EVALUATE PROJECT SCOPE

- **District Investment Planning Manager** or designee will review project concepts and provide recommendation with conceptual guidance as a reference for best practice.
- District and Local considerations should be called out for HQ review.
- Headquarters will provide training workshops to districts after Guidance is finalized.

Conceptually Aligned

Needs Further Consideration



## CSIS 2.0 Main Document – Project Nomination

### Program Fit

- Projects are scored high, medium, or low
- Considers the intent of the funding program
- Selects the most competitive projects

### CSIS Alignment

- Project Review Committee (PRC) evaluates responses provided in the intake form
- Subject matter experts (SMEs) score their area of expertise.
- Scores are averaged for each criterion and combined for total score.

Program Fit
High
Medium
Low

## CSIS Main Document – 2.0 Performance Metrics

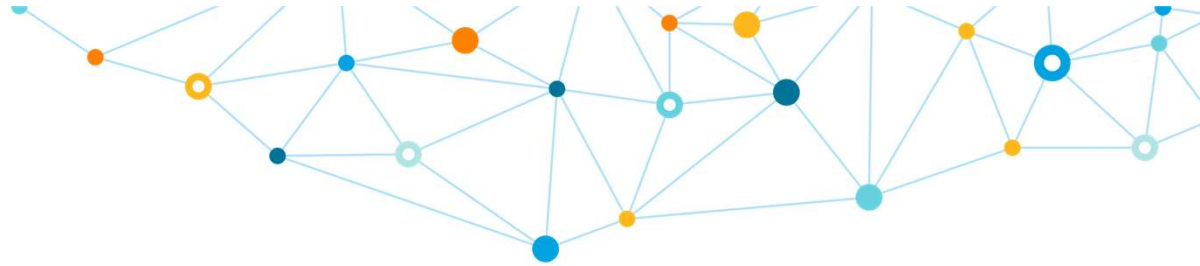
Quantitative Metrics	
Safety	Accessibility
Vehicle Miles Traveled (VMT)	Disadvantaged Community (DAC) Traffic Impacts
Land Use and Infill Development	Disadvantaged Community (DAC) Access to Jobs/destinations
Multimodal and Clean Freight	Passenger Mode Shift
Qualitative Metrics	
Public Engagement	
Climate Adaptation/Resilience	
Zero Emission Vehicle Infrastructure	



## Quantitative Metric Design

- Metrics aligned to CAPTI Guiding Principles.
- Quantitative metrics allow all projects to be scored based on objective criteria.
- Focused on projects in later phases
- Accessibility Tool (Conveyal) provides analysis across modes.
- Each metric must be based on data available statewide.
- Better suited for comprehensive funding programs vs narrowly focused programs.





# Thanks!

- CSIS Metric team is on hand to help you get preliminary scores for your project
  - Have CT team email [csis@dot.ca.gov](mailto:csis@dot.ca.gov) to setup a time
  - Can adjust scope ahead of application to ensure better alignment
- Underlying methodology doc will be reviewable and sent for comments around public workshops
  - Email comments to [csis@dot.ca.gov](mailto:csis@dot.ca.gov)
- During the SB1 Nomination process, there will data collection, scoring and validation phases, which will allow projects to see their score and rank.
- Questions?



# CONTACT

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**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 4-K

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

**SUBJECT:**

2024 State Transportation Improvement Program (STIP) and 2024 Regional Transportation Improvement Program (RTIP) Update

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The California Transportation Commission (CTC) has released the 2024 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 2024 RTIP is scheduled for adoption by the Policy Board in November 2023. 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 2024 STIP and MCTC 2024 RTIP.

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits Draft RTIP	October 15, 2023

CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
MCTC adopts 2024 RTIP	November 2023
MCTC RTIP to CTC (postmark by)	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

**FISCAL IMPACT:**

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

**2024 STIP FUND ESTIMATE**  
**Table 1 - Reconciliation to County and Interregional Shares**  
(\$ in millions)

	Public Transportation Account						5-Year	6-Year
Public Transportation Account (PTA)	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	Total	Total
2024 FE PTA Target Capacity	\$120	\$105	\$60	\$60	\$50	\$40	\$315	\$435
<b>Total 2024 STIP FE PTA Capacity</b>	<b>\$120</b>	<b>\$105</b>	<b>\$60</b>	<b>\$60</b>	<b>\$50</b>	<b>\$40</b>	<b>\$315</b>	<b>\$435</b>
2022 STIP Program <sup>1</sup>	\$229	\$99	\$62	\$22	\$0	\$0	\$183	\$412
Extensions	\$50	\$59	\$0	\$0	\$0	\$0	\$59	\$109
Advances	(\$1)	\$0	\$0	\$0	\$0	\$0	\$0	(\$1)
<b>Net PTA STIP Program</b>	<b>\$278</b>	<b>\$157</b>	<b>\$62</b>	<b>\$22</b>	<b>\$0</b>	<b>\$0</b>	<b>\$242</b>	<b>\$520</b>
<b>PTA Capacity for County Shares</b>	<b>(\$158)</b>	<b>(\$52)</b>	<b>(\$2)</b>	<b>\$38</b>	<b>\$50</b>	<b>\$40</b>	<b>\$73</b>	<b>(\$85)</b>
<b>Cumulative</b>	<b>(\$158)</b>	<b>(\$211)</b>	<b>(\$213)</b>	<b>(\$175)</b>	<b>(\$125)</b>	<b>(\$85)</b>	-	-

	State Highway Account						5-Year	6-Year
State Highway Account (SHA)	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	Total	Total
2024 FE SHA Target Capacity	\$475	\$525	\$525	\$500	\$500	\$500	\$2,550	\$3,025
<b>Total 2024 STIP FE SHA Capacity</b>	<b>\$475</b>	<b>\$525</b>	<b>\$525</b>	<b>\$500</b>	<b>\$500</b>	<b>\$500</b>	<b>\$2,550</b>	<b>\$3,025</b>
2022 STIP Program <sup>1</sup>	\$215	\$363	\$292	\$243	\$0	\$0	\$898	\$1,113
Extensions	\$151	\$12	\$0	\$0	\$0	\$0	\$12	\$163
Advances	(\$5)	\$0	(\$4)	\$0	\$0	\$0	(\$4)	(\$9)
<b>Net SHA STIP Program</b>	<b>\$360</b>	<b>\$375</b>	<b>\$288</b>	<b>\$243</b>	<b>\$0</b>	<b>\$0</b>	<b>\$906</b>	<b>\$1,266</b>
<b>SHA Capacity for County Shares</b>	<b>\$115</b>	<b>\$150</b>	<b>\$237</b>	<b>\$257</b>	<b>\$500</b>	<b>\$500</b>	<b>\$1,644</b>	<b>\$1,759</b>
<b>Cumulative</b>	<b>\$115</b>	<b>\$264</b>	<b>\$502</b>	<b>\$759</b>	<b>\$1,259</b>	<b>\$1,759</b>	-	-
<b>Total Capacity</b>	<b>(\$44)</b>	<b>\$97</b>	<b>\$235</b>	<b>\$295</b>	<b>\$550</b>	<b>\$540</b>	<b>\$1,718</b>	<b>\$1,674</b>

**Notes:**

Numbers may not add due to rounding.

<sup>1</sup>Draft 2023 Orange Book as of July 17, 2023



**2024 STIP FUND ESTIMATE**  
**Table 2 - Summary of Targets and Shares**  
(\$ in thousands)

County	2024 STIP Programming		
	Base (Minimum)	Total Target	Maximum
	Share through 2027-28	Share through 2028-29	Estimated Share through 2031-32
Alameda	49,377	64,236	199,103
Alpine	847	1,273	5,141
Amador	3,667	4,632	13,392
Butte	5,754	8,433	32,740
Calaveras	0	1,117	11,356
Colusa	1,796	2,553	9,425
Contra Costa	32,993	43,154	135,375
Del Norte	0	0	2,710
El Dorado LTC	9,159	11,135	29,073
Fresno	32,534	43,433	142,349
Glenn	500	1,292	8,484
Humboldt	6,478	9,297	34,882
Imperial	19,483	24,630	71,350
Inyo	0	2,742	39,428
Kern	31,505	46,349	181,082
Kings	0	371	18,899
Lake	4,503	5,746	17,030
Lassen	6,267	8,062	24,355
Los Angeles	131,421	216,817	991,876
Madera	296	2,239	19,868
Marin	0	0	13,092
Mariposa	1,458	2,188	8,814
Mendocino	9,038	11,731	36,177
Merced	12,981	16,586	49,306
Modoc	2,810	3,775	12,536
Mono	6,076	9,097	36,516
Monterey	10,448	15,515	61,507
Napa	0	0	12,953
Nevada	3,877	5,431	19,539
Orange	44,562	71,965	320,675
Placer TPA	0	0	32,863
Plumas	2,550	3,630	13,434
Riverside	35,374	59,788	281,373
Sacramento	52,513	66,606	194,511
San Benito	0	0	0
San Bernardino	77,490	105,358	358,293
San Diego	42,715	74,241	360,379
San Francisco	30,212	37,590	104,551
San Joaquin	36,881	44,617	114,833
San Luis Obispo	12,217	17,613	66,589
San Mateo	31,644	39,000	105,761
Santa Barbara	14,006	20,122	75,634
Santa Clara	4,761	21,943	177,888
Santa Cruz	5,755	8,602	34,442
Shasta	4,227	7,323	35,421
Sierra	1,106	1,640	6,481
Siskiyou	4,630	6,802	26,515
Solano	0	0	32,218
Sonoma	12,281	17,499	64,862
Stanislaus	11,026	16,482	65,994
Sutter	1,969	3,205	14,421
Tahoe RPA	598	1,209	6,752
Tehama	13,603	15,180	29,495
Trinity	4,300	5,442	15,814
Tulare	14,199	21,032	83,057
Tuolumne	4,245	5,494	16,824
Ventura	98,960	107,857	188,608
Yolo	10,619	13,251	37,136
Yuba	5,614	6,609	15,644
Statewide Regional	961,325	1,361,934	5,118,826
Interregional	172,685	312,076	1,577,214
<b>TOTAL</b>	<b>1,134,010</b>	<b>1,674,010</b>	<b>6,696,040</b>

	New Capacity
Statewide SHA Capacity	1,758,767
Statewide PTA Capacity	(84,757)
Total STIP Capacity	1,674,010

## 2024 STIP FUND ESTIMATE

**Table 3 - Calculation of New Programming Targets and Shares - Base (Minimum)**

(\$ in thousands)

County	Net Carryover		2024 STIP Share through 2027-28		
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Net Share (Base)	Net Advance
Alameda	6,217	0	30,035	49,377	0
Alpine	0	14	861	847	0
Amador	1,678	0	1,951	3,667	0
Butte	341	0	5,413	5,754	0
Calaveras	0	2,292	2,280	0	(12)
Colusa	166	0	1,530	1,796	0
Contra Costa	12,455	0	20,538	32,993	0
Del Norte	0	5,670	1,400	0	(4,270)
El Dorado LTC	5,164	0	3,995	9,159	0
Fresno	10,506	0	22,028	32,534	0
Glenn	0	1,102	1,602	500	0
Humboldt	775	0	5,698	6,478	0
Imperial	9,078	0	10,405	19,483	0
Inyo	0	9,470	8,170	0	(1,300)
Kern	1,500	0	30,005	31,505	0
Kings	0	5,797	4,126	0	(1,671)
Lake	1,919	0	2,513	4,503	0
Lassen	2,564	0	3,628	6,267	0
Los Angeles	0	59,353	172,604	131,421	0
Madera	0	3,630	3,926	296	0
Marin	0	18,482	5,275	0	(13,207)
Mariposa	0	18	1,476	1,458	0
Mendocino	3,479	0	5,444	9,038	0
Merced	5,694	0	7,287	12,981	0
Modoc	859	0	1,951	2,810	0
Mono	0	30	6,106	6,076	0
Monterey	206	0	10,242	10,448	0
Napa	0	7,577	3,430	0	(4,147)
Nevada	735	0	3,142	3,877	0
Orange	0	10,825	55,387	44,562	0
Placer TPA	0	16,056	8,174	0	(7,882)
Plumas	367	0	2,183	2,550	0
Riverside	0	13,972	49,346	35,374	0
Sacramento	24,029	0	28,484	52,513	0
San Benito	0	14,123	2,012	0	(12,111)
San Bernardino	0	18,583	56,328	77,490	0
San Diego	0	21,008	63,723	42,715	0
San Francisco	1,548	0	14,912	30,212	0
San Joaquin	0	4,756	15,637	36,881	0
San Luis Obispo	0	1,490	10,907	12,217	0
San Mateo	16,776	0	14,868	31,644	0
Santa Barbara	1,643	0	12,363	14,006	0
Santa Clara	0	29,968	34,729	4,761	0
Santa Cruz	0	0	5,755	5,755	0
Shasta	0	2,524	6,257	4,227	0
Sierra	28	0	1,078	1,106	0
Siskiyou	240	0	4,390	4,630	0
Solano	0	22,751	9,184	0	(13,567)
Sonoma	1,733	0	10,548	12,281	0
Stanislaus	0	0	11,026	11,026	0
Sutter	0	529	2,498	1,969	0
Tahoe RPA	0	636	1,234	598	0
Tehama	10,279	0	3,188	13,603	0
Trinity	1,990	0	2,310	4,300	0
Tulare	386	0	13,813	14,199	0
Tuolumne	1,722	0	2,523	4,245	0
Ventura	80,977	0	17,983	98,960	0
Yolo	0	2,400	5,319	10,619	0
Yuba	3,602	0	2,012	5,614	0
	0	0	0	0	0
Statewide Regional	208,656	273,056	845,232	961,325	(58,166)
	0	0	0	0	0
Interregional	0	118,059	281,744	172,685	0
	0	0	0	0	0
<b>TOTAL</b>	<b>208,656</b>	<b>391,115</b>	<b>1,126,976</b>	<b>1,134,010</b>	<b>(58,166)</b>
<b>Statewide SHA Capacity</b>					<b>1,258,767</b>
<b>Statewide PTA Capacity</b>					<b>(124,757)</b>
<b>Total</b>					<b>1,134,010</b>

## 2024 STIP FUND ESTIMATE

**Table 4 - Calculation of New Programming Targets and Shares - Total Target**  
(\$ in thousands)

County	Net Carryover		2024 STIP Share through 2028-29			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2021-22 & 2022-23	Net Share (Total Target)	Net Advance
Alameda	6,217	0	44,894	13,125	64,236	0
Alpine	0	(14)	1,287	0	1,273	0
Amador	1,678	0	2,916	38	4,632	0
Butte	341	0	8,092	0	8,433	0
Calaveras	0	(2,292)	3,409	0	1,117	0
Colusa	166	0	2,287	100	2,553	0
Contra Costa	12,455	0	30,699	0	43,154	0
Del Norte	0	(5,670)	2,093	0	0	(3,577)
El Dorado LTC	5,164	0	5,971	0	11,135	0
Fresno	10,506	0	32,927	0	43,433	0
Glenn	0	(1,102)	2,394	0	1,292	0
Humboldt	775	0	8,517	5	9,297	0
Imperial	9,078	0	15,552	0	24,630	0
Inyo	0	(9,470)	12,212	0	2,742	0
Kern	1,500	0	44,849	0	46,349	0
Kings	0	(5,797)	6,168	0	371	0
Lake	1,919	0	3,756	71	5,746	0
Lassen	2,564	0	5,423	75	8,062	0
Los Angeles	0	(59,353)	258,000	18,170	216,817	0
Madera	0	(3,630)	5,869	0	2,239	0
Marin	0	(18,482)	7,885	0	0	(10,597)
Mariposa	0	(18)	2,206	0	2,188	0
Mendocino	3,479	0	8,137	115	11,731	0
Merced	5,694	0	10,892	0	16,586	0
Modoc	859	0	2,916	0	3,775	0
Mono	0	(30)	9,127	0	9,097	0
Monterey	206	0	15,309	0	15,515	0
Napa	0	(7,577)	5,127	0	0	(2,450)
Nevada	735	0	4,696	0	5,431	0
Orange	0	(10,825)	82,790	0	71,965	0
Placer TPA	0	(16,056)	12,217	0	0	(3,839)
Plumas	367	0	3,263	0	3,630	0
Riverside	0	(13,972)	73,760	0	59,788	0
Sacramento	24,029	0	42,577	0	66,606	0
San Benito	0	(14,123)	3,008	0	0	(11,115)
San Bernardino	0	(18,583)	84,196	39,745	105,358	0
San Diego	0	(21,008)	95,249	0	74,241	0
San Francisco	1,548	0	22,290	13,752	37,590	0
San Joaquin	0	(4,756)	23,373	26,000	44,617	0
San Luis Obispo	0	(1,490)	16,303	2,800	17,613	0
San Mateo	16,776	0	22,224	0	39,000	0
Santa Barbara	1,643	0	18,479	0	20,122	0
Santa Clara	0	(29,968)	51,911	0	21,943	0
Santa Cruz	0	0	8,602	0	8,602	0
Shasta	0	(2,524)	9,353	494	7,323	0
Sierra	28	0	1,612	0	1,640	0
Siskiyou	240	0	6,562	0	6,802	0
Solano	0	(22,751)	13,728	0	0	(9,023)
Sonoma	1,733	0	15,766	0	17,499	0
Stanislaus	0	0	16,482	0	16,482	0
Sutter	0	(529)	3,734	0	3,205	0
Tahoe RPA	0	(636)	1,845	0	1,209	0
Tehama	10,279	0	4,765	136	15,180	0
Trinity	1,990	0	3,452	0	5,442	0
Tulare	386	0	20,646	0	21,032	0
Tuolumne	1,722	0	3,772	0	5,494	0
Ventura	80,977	0	26,880	0	107,857	0
Yolo	0	(2,400)	7,951	7,700	13,251	0
Yuba	3,602	0	3,007	0	6,609	0
Statewide Regional	208,656	(273,056)	1,263,407	122,326	1,361,934	(40,601)
Interregional	0	(118,059)	421,135	9,000	312,076	0
TOTAL	208,656	(391,115)	1,684,542	131,326	1,674,010	(40,601)
Statewide SHA Capacity					1,758,767	
Statewide PTA Capacity					(84,757)	
Total					1,674,010	

**2024 STIP FUND ESTIMATE**  
**Table 5 - Calculation of Targets and Shares - Maximum**  
(\$ in thousands)

County	Net Carryover		2024 STIP Estimated Share through 2031-32			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2021-22 & 2022-23	Net Share (Maximum)	Net Advance
Alameda	6,217	0	179,761	13,125	199,103	0
Alpine	0	(14)	5,155	0	5,141	0
Amador	1,678	0	11,676	38	13,392	0
Butte	341	0	32,399	0	32,740	0
Calaveras	0	(2,292)	13,648	0	11,356	0
Colusa	166	0	9,159	100	9,425	0
Contra Costa	12,455	0	122,920	0	135,375	0
Del Norte	0	(5,670)	8,380	0	2,710	0
El Dorado LTC	5,164	0	23,909	0	29,073	0
Fresno	10,506	0	131,843	0	142,349	0
Glenn	0	(1,102)	9,586	0	8,484	0
Humboldt	775	0	34,102	5	34,882	0
Imperial	9,078	0	62,272	0	71,350	0
Inyo	0	(9,470)	48,898	0	39,428	0
Kern	1,500	0	179,582	0	181,082	0
Kings	0	(5,797)	24,696	0	18,899	0
Lake	1,919	0	15,040	71	17,030	0
Lassen	2,564	0	21,716	75	24,355	0
Los Angeles	0	(59,353)	1,033,059	18,170	991,876	0
Madera	0	(3,630)	23,498	0	19,868	0
Marin	0	(18,482)	31,574	0	13,092	0
Mariposa	0	(18)	8,832	0	8,814	0
Mendocino	3,479	0	32,583	115	36,177	0
Merced	5,694	0	43,612	0	49,306	0
Modoc	859	0	11,677	0	12,536	0
Mono	0	(30)	36,546	0	36,516	0
Monterey	206	0	61,301	0	61,507	0
Napa	0	(7,577)	20,530	0	12,953	0
Nevada	735	0	18,804	0	19,539	0
Orange	0	(10,825)	331,500	0	320,675	0
Placer TPA	0	(16,056)	48,919	0	32,863	0
Plumas	367	0	13,067	0	13,434	0
Riverside	0	(13,972)	295,345	0	281,373	0
Sacramento	24,029	0	170,482	0	194,511	0
San Benito	0	(14,123)	12,042	0	0	(2,081)
San Bernardino	0	(18,583)	337,131	39,745	358,293	0
San Diego	0	(21,008)	381,387	0	360,379	0
San Francisco	1,548	0	89,251	13,752	104,551	0
San Joaquin	0	(4,756)	93,589	26,000	114,833	0
San Luis Obispo	0	(1,490)	65,279	2,800	66,589	0
San Mateo	16,776	0	88,985	0	105,761	0
Santa Barbara	1,643	0	73,991	0	75,634	0
Santa Clara	0	(29,968)	207,856	0	177,888	0
Santa Cruz	0	0	34,442	0	34,442	0
Shasta	0	(2,524)	37,451	494	35,421	0
Sierra	28	0	6,453	0	6,481	0
Siskiyou	240	0	26,275	0	26,515	0
Solano	0	(22,751)	54,969	0	32,218	0
Sonoma	1,733	0	63,129	0	64,862	0
Stanislaus	0	0	65,994	0	65,994	0
Sutter	0	(529)	14,950	0	14,421	0
Tahoe RPA	0	(636)	7,388	0	6,752	0
Tehama	10,279	0	19,080	136	29,495	0
Trinity	1,990	0	13,824	0	15,814	0
Tulare	386	0	82,671	0	83,057	0
Tuolumne	1,722	0	15,102	0	16,824	0
Ventura	80,977	0	107,631	0	188,608	0
Yolo	0	(2,400)	31,836	7,700	37,136	0
Yuba	3,602	0	12,042	0	15,644	0
Statewide Regional	208,656	(273,056)	5,058,819	122,326	5,118,826	(2,081)
Interregional	0	(118,059)	1,686,273	9,000	1,577,214	0
TOTAL	208,656	(391,115)	6,745,092	131,326	6,696,040	(2,081)
Statewide SHA Capacity					7,035,068	
Statewide PTA Capacity					(339,028)	
Total					6,696,040	

**2024 STIP FUND ESTIMATE**  
**Table 6 - Planning, Programming, and Monitoring (PPM) Limitations**  
(\$ in thousands)

County	Base				Target	5% PPM Limitation	
	2020 STIP FY 2024-25	2022 STIP FY 2024-25 - 2026-27	2024 STIP FY 2024-25 - 2027-28	Total FY 2024-25 - 2027-28	2024 STIP FY 2028-29	FY 2024-25 - 2027-28 <sup>1</sup>	FY 2028-29
Alameda	11,315	22,035	30,035	63,385	14,859	3,169	743
Alpine	337	659	861	1,857	426	93	21
Amador	765	1,495	1,951	4,211	965	211	48
Butte	2,264	4,403	5,413	12,080	2,679	604	134
Calaveras	915	1,787	2,280	4,982	1,129	249	56
Colusa	606	1,183	1,530	3,319	757	166	38
Contra Costa	7,747	15,118	20,538	43,403	10,161	2,170	508
Del Norte	565	1,099	1,400	3,064	693	153	35
El Dorado LTC	1,568	3,062	3,995	8,625	1,976	431	99
Fresno	8,540	16,670	22,028	47,238	10,899	2,362	545
Glenn	635	1,239	1,602	3,476	792	174	40
Humboldt	2,280	4,443	5,698	12,421	2,819	621	141
Imperial	4,036	7,879	10,405	22,320	5,147	1,116	257
Inyo	3,152	6,153	8,170	17,475	4,042	874	202
Kern	11,506	22,452	30,005	63,963	14,844	3,198	742
Kings	1,687	3,296	4,126	9,109	2,042	455	102
Lake	990	1,934	2,513	5,437	1,243	272	62
Lassen	1,449	2,832	3,628	7,909	1,795	395	90
Los Angeles	68,508	133,672	172,604	374,784	85,396	18,739	4,270
Madera	1,570	3,067	3,926	8,563	1,943	428	97
Marin	2,119	4,131	5,275	11,525	2,610	576	131
Mariposa	593	1,158	1,476	3,227	730	161	37
Mendocino	2,150	4,191	5,444	11,785	2,693	589	135
Merced	2,802	5,472	7,287	15,561	3,605	778	180
Modoc	774	1,512	1,951	4,237	965	212	48
Mono	2,342	4,571	6,106	13,019	3,021	651	151
Monterey	4,032	7,873	10,242	22,147	5,067	1,107	253
Napa	1,395	2,724	3,430	7,549	1,697	377	85
Nevada	1,199	2,343	3,142	6,684	1,554	334	78
Orange	21,115	41,195	55,387	117,697	27,403	5,885	1,370
Placer TPA	2,928	5,706	8,174	16,808	4,043	840	202
Plumas	865	1,685	2,183	4,733	1,080	237	54
Riverside	18,432	35,968	49,346	103,746	24,414	5,187	1,221
Sacramento	10,720	20,919	28,484	60,123	14,093	3,006	705
San Benito	743	1,451	2,012	4,206	996	210	50
San Bernardino	21,436	41,832	56,328	119,596	27,868	5,980	1,393
San Diego	24,241	47,293	63,723	135,257	31,526	6,763	1,576
San Francisco	5,747	11,202	14,912	31,861	7,378	1,593	369
San Joaquin	5,820	11,361	15,637	32,818	7,736	1,641	387
San Luis Obispo	4,274	8,341	10,907	23,522	5,396	1,176	270
San Mateo	5,848	11,415	14,868	32,131	7,356	1,607	368
Santa Barbara	4,804	9,374	12,363	26,541	6,116	1,327	306
Santa Clara	13,406	26,162	34,729	74,297	17,182	3,715	859
Santa Cruz	2,317	4,522	5,755	12,594	2,847	630	142
Shasta	2,476	4,822	6,257	13,555	3,096	678	155
Sierra	411	803	1,078	2,292	534	115	27
Siskiyou	1,702	3,327	4,390	9,419	2,172	471	109
Solano	3,511	6,854	9,184	19,549	4,544	977	227
Sonoma	4,314	8,423	10,548	23,285	5,218	1,164	261
Stanislaus	4,302	8,394	11,026	23,722	5,456	1,186	273
Sutter	989	1,931	2,498	5,418	1,236	271	62
Tahoe RPA	490	956	1,234	2,680	611	134	31
Tehama	1,261	2,464	3,188	6,913	1,577	346	79
Trinity	895	1,749	2,310	4,954	1,142	248	57
Tulare	5,331	10,384	13,813	29,528	6,833	1,476	342
Tuolumne	987	1,929	2,523	5,439	1,249	272	62
Ventura	7,114	13,882	17,983	38,979	8,897	1,949	445
Yolo	2,073	4,047	5,319	11,439	2,632	572	132
Yuba	759	1,482	2,012	4,253	995	213	50
							0
<b>Statewide</b>	<b>327,152</b>	<b>638,326</b>	<b>845,232</b>	<b>1,810,710</b>	<b>418,175</b>	<b>90,536</b>	<b>20,909</b>

<sup>1</sup>Includes PPM shares distributed in the Adopted 2022 STIP



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 4-L

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

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**SUBJECT:**

Call for Projects for the Congestion Mitigation Air Quality Program (CMAQ) and the Carbon Reduction Program (CRP) Funding

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

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

**BACKGROUND:**

The purpose of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program is to fund transportation projects or programs that will contribute to attainment of maintenance of national ambient air quality standards (NAAQS). Funding can be expended on projects to reduce ozone precursor emissions, (including nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOC), carbon monoxide (CO), and particulate matter (PM) emissions or PM precursor emissions from transportation. This program will also assist in meeting the intent of SB 375, also known as the Sustainable Communities Protection Act of 2008. Approximately \$8.9 million in CMAQ Apportionment (funding) is available for the CMAQ Call for Projects (FFY 2024/25 – FFY 2027/28).

The Carbon Reduction Program (CRP) is a federal funding program created through the Infrastructure Investment and Jobs Act (IIJA). CRP was created to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. Projects eligibility is essentially identical to the CMAQ program, including the provisions that projects do not involve the construction of new capacity. The State has released a total of \$559,290 covering two fiscal years in CRP funding that are included as part of the September 2023 Call for Projects.

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

September 1, 2023	Release of CMAQ/CRP Call for Projects
November 3, 2023	CMAQ/CRP Project Submittals Due
February 2024	Anticipated MCTC Board Adoption of Projects and Contingency List
December 16, 2024	Anticipated FHWA/FTA Approval of 2025 FTIP

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

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 4-M

**PREPARED BY:** Natalia Austin, Senior Regional Planner

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**SUBJECT:**

Social Services Transportation Advisory Council (SSTAC) Vacancy

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

MCTC is requesting applications to fill a vacancy on the Social Services Transportation Advisory Council (SSTAC) for a representative of a potential transit user who is 60 years of age or older.

**BACKGROUND:**

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

The SSTAC shall consist of the following members:

1. **One** representative of a potential transit user who is 60 years of age or older.
2. **One** representative of a potential transit user who is a person with a disability.
3. **Two** representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
4. **Two** representatives of local social service providers for persons with a disability, including one representative of a social service transportation provider, if one exists.
5. **One** representative of a local social service provider for persons of limited means.
6. **Two** representatives from the local transportation service agency, including one representative from an operator, if one exists.
7. Any additional members appointed from a broad representation of social service and transit providers representing the elderly, persons with disabilities, and persons of limited



means in accordance with PUC Section 99238, subdivision B.

The term of appointment is for three years, which may be renewed for additional three-year terms. Currently, there is a vacancy for a representative of a potential transit user who is 60 years of age or older. The application is enclosed or can be found on the [MCTC website](#).

For more information, please contact Natalia Austin at [naustin@maderactc.org](mailto:naustin@maderactc.org) or 559-675-0721.

**FISCAL IMPACT:**

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



Madera County Transportation Commission

Item 4-4-M.

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

DATE/ FECHA: \_\_\_\_\_

NAME/NOMBRE: \_\_\_\_\_

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

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

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

EMAIL/ Correo electrónico: \_\_\_\_\_

Request to Represent:/ Solicitud para representar:

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

Describe why you wish to serve as a member on the Social Services Transportation Advisory Council.

*(Use additional space if needed) /Describe por qué desea ser miembro del Consejo Asesor de Transporte de Servicios Sociales. (Use espacio extra si lo necesita)*

Provide any additional information you believe will be helpful during the applicant review process.

*(Use additional space if needed). Proporcione cualquier información adicional que considere útil durante el proceso de revisión de su solicitud. (Use espacio extra si lo necesita)*

Please send completed applications to:  
(Por favor mande solicitudes a:)  
Natalia Austin,  
Senior Regional Planner  
2001 Howard Road, Suite 200  
Madera, CA 93637  
[naustin@maderactc.org](mailto:naustin@maderactc.org)

Signature/ Firma: \_\_\_\_\_

# Social Services Transportation Advisory Council

# VOLUNTEER NEEDED



The Madera County Transportation Commission (MCTC) is seeking applicants for a vacant volunteer position on the Social Services Transportation Advisory Council (SSTAC). If you are interested in helping to identify transit needs in the county and advising MCTC on major transit issues, please apply today by filling out the application on the back or scan the QR code to access the application online. Email or mail the application to the contact below.

## Open Opportunity:

- Potential Transit User Who is **60 Years of Age or Older**

## JOIN US!



Natalia Austin, Senior Regional  
Planner



(559) 675-0721 EXT. 6



[naustin@maderactc.org](mailto:naustin@maderactc.org)



2001 Howard Rd, Ste. 201  
Madera, CA 93637





Madera County Transportation Commission

Item 4-4-M.

**MADERA COUNTY TRANSPORTATION COMMISSION**  
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Senior Regional Planner  
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Madera, CA 93637  
[naustin@maderactc.org](mailto:naustin@maderactc.org)

## Consejo Asesor de Transporte Público de Servicios Sociales

# SE NECESITA VOLUNTARIO

La Comisión de Transporte del Condado de Madera (MCTC) está buscando solicitantes para un puesto voluntario para una vacante en el Consejo Asesor de Transporte público de Servicios Sociales (SSTAC). Si está interesado en ayudar a identificar las necesidades del transporte público en el condado y asesorar a MCTC sobre temas importantes de transporte público, presente su solicitud hoy completando la solicitud en el reverso o escaneando el código QR para acceder a la solicitud en línea. Envíe la solicitud por correo electrónico o por correo al contacto a continuación.

### Oportunidad abierta para:

- Usuario potencial de transporte público de **60 años o más**

## Únete a nosotros!



Natalia Austin, Senior Regional  
Planner



(559) 675-0721 EXT. 6



[naustin@maderactc.org](mailto:naustin@maderactc.org)



2001 Howard Rd, Ste. 201  
Madera, CA 93637





Madera County Transportation Commission

Item 4-4-M.

**MADERA COUNTY TRANSPORTATION COMMISSION**  
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Signature/ Firma: \_\_\_\_\_

Please send completed applications to:  
(Por favor mande solicitudes a:)  
Natalia Austin,  
Senior Regional Planner  
2001 Howard Road, Suite 200  
Madera, CA 93637  
[naustin@maderactc.org](mailto:naustin@maderactc.org)



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 5-A

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

---

**SUBJECT:**

MCTC 2023 Public Participation Plan Update – Public Hearing

**Enclosure:** Yes

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

**SUMMARY:**

The Madera County Transportation Commission (MCTC) is committed to a transparent decision-making process that is informed by meaningful public consultation and community engagement. MCTC remains committed to a process to give the public ample opportunities for early and continuing participation in important projects, plans, and decisions, and to provide full public access to key decisions. This Public Participation Plan defines an approach for public engagement and participation, along with the processes for communicating with the public about MCTC's programs, plans, projects, and policy decisions.

MCTC has prepared an update of the Public Participation Plan (PPP). The goal of MCTC's PPP is to ensure continuous public notification and participation in major actions and decisions by the MCTC Policy Board. The update to the plan includes a variety of new outreach strategies to utilize in engagement for planning activities, additional stakeholders and groups to target for more meaningful participation, and a new section focusing on ensuring the outreach process considers social equity and inclusion.

MCTC staff update the PPP every two to three years. The updates build upon what MCTC staff have learned from stakeholder and community members and results from prior outreach activities and incorporates new mandates or requirements.

A 45-day public review period began Friday, July 14, 2023 and concluded on Monday, August 28, 2023. A public hearing will be held on September 20, 2023 at the MCTC board meeting for this update. Staff will consider and address comments received during the public review process before requesting the MCTC Policy Board approve the updated plan as Final at the September 20, 2023 MCTC Policy Board meeting.

The PPP can be viewed on the MCTC webpage at:

<https://www.maderactc.org/administration/page/public-participation-plan>

**FISCAL IMPACT:**

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





# 2023 Public Participation Plan

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## CHAPTER 1: INTRODUCTION

### ABOUT MADERA COUNTY TRANSPORTATION COMMISSION

The Madera County Transportation Commission (MCTC) is the Regional Transportation Planning Agency (RTPA), Metropolitan Planning Organization (MPO) and Local Transportation Commission for Madera County. Responsibilities of MCTC include the development and adoption of the Regional Transportation Plan (RTP) and other environmental review documents related to transportation and required by state and federal law. These documents provide a framework for project development and deployment within the region. The RTP, in particular, is the regional long-range plan for federally-funded transportation projects and serves as a comprehensive, coordinated transportation plan for all governmental jurisdictions within Madera County.

The MPO's role in the transportation planning process is to foster intergovernmental coordination, undertake comprehensive regional planning with an emphasis on transportation issues, provide an equitable and inclusive forum for citizen input into the planning process, and to provide technical services to its member agencies.

To accomplish the objectives and responsibilities of a comprehensive transportation program, MCTC has established working relationships with a number of state, regional, and local agencies through Memorandums of Understanding (MOU). MOUs provide a framework for the planning process, which ultimately result in the delivery of safe, efficient, and environmentally sensitive transportation projects.

MCTC is committed to a transparent decision-making process that is informed by meaningful public consultation and community engagement. MCTC remains committed to a process to give the public ample opportunities for early and continuing participation in important projects, plans and decisions, and to provide full public access to key decisions. This Public Participation Plan defines an approach

**MCTC defines equity  
as “inclusion in  
Madera County where  
everyone can  
participate, prosper,  
and reach their full  
potential.”**

for public engagement and participation, along with the processes for communicating with the public about MCTC’s programs, plans, projects, and decisions. MCTC’s communities with interest in its activities include:

**General Public** – all residents of the region, **with due consideration of constraints on time, travel, and noticing, and** with special consideration for the needs of systemically excluded groups, including people of color, communities with low incomes, persons with disabilities, youth, communities with limited English proficiency, and elderly individuals.

**Community Organizations** – especially those that serve Equity Priority Communities and other groups such as environmental advocates, special interest nonprofit organizations, neighborhood groups, homeowner associations, and others.

**Government Agencies** – public agencies like local transit operators, City of Chowchilla, City of Madera, and County of Madera, regional agencies like the Air District, public health agencies, water districts, and agencies at the state and federal levels.

**Business Community** – private-sector entities whose work intersects with transportation and land use planning, including business associations, private transportation providers, freight shippers,

consulting firms, technology developers, and non-profit business interest groups.

**Elected Officials** – elected representatives at all levels, including city councils and mayoral offices, county supervisors, and state and federal legislators.

**Tribal Governments and Communities** – federally recognized Tribal governments within the county including the North Fork Rancheria of Mono Indians of California and the Picayune Rancheria of Chukchansi Indians of California.

## **PURPOSE OF THE PUBLIC PARTICIPATION PLAN**

This Public Participation Plan (PPP) was developed to serve as a guide for meeting the Metropolitan Planning Organization requirements for early coordination, public involvement, and project development. The PPP provides direction for public participation activities conducted by MCTC and contains the requirements, procedures, strategies, and techniques that should be used to communicate with the public and appropriate, affected agencies. This plan defines a process that outlines the roles, responsibilities, and key decision points for consulting with affected public agencies, the transportation sector, transportation providers, and other interested parties. This includes establishing reasonable opportunities for all to be involved in the metropolitan transportation planning process.

## **MCTC's COMMITMENT TO PUBLIC PARTICIPATION**

### **Commitment 1: Early Engagement**

MCTC will structure major planning initiatives and funding decisions in a manner that allows the public ample opportunity to help shape those outcomes. For major planning initiatives, this will be not less than 30 days, or greater, or as required in Chapter 4 and Chapter 9, to review materials, and wherever possible not less than 14 days before any planned meetings or workshops.

MCTC will provide timely information to raise awareness of upcoming projects, key milestones, and opportunities to influence the policy development and decision-making processes. This includes major initiatives such as the Regional Transportation Plan (RTP), Sustainable Communities Strategy (SCS), and the Federal Transportation Improvement Program (FTIP). In each case MCTC will strive to:

- Provide timely notice and reasonable access to information about MCTC's issues and processes.
- Ensure early coordination with appropriate agencies and the public aids to determine the type of environmental review documents and action required, the scope of the document, the level of analysis, and related environmental requirements, from the inception of a proposal for action to preparation of the environmental review documents.

### **Commitment 2: Access to All**

MCTC will work to provide all residents with opportunities for meaningful participation, regardless of ability, age, or income. This strategy aims to increase activities that reach communities who have been historically left out of policy decisions that affect them. Further, MCTC recognizes that individuals should not need to be a transportation professional to understand MCTC's work. As such MCTC will:

- Employ visualization techniques whenever possible to describe the RTP, FTIP, and other plans, initiatives, and programs.
- Make public information including technical information and meeting notices available in electronically accessible formats via the agency's website and social media.
- Hold public meetings at convenient and accessible locations and times.
- Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.

- Ensure that no individual shall, on the basis or grounds of disability, race, age, or sex, be excluded from participation in or be denied the benefits of services, programs, or activities, or be subjected to discrimination by MCTC.
- Commit to early engagement of Indian Tribal government(s) when the Marine Protected Area (MPA) includes Indian Tribal lands during the development of the metropolitan transportation plan and the FTIP.
- Collaborate with Federal land management agencies when the MPA includes Federal public lands as part of the development of the metropolitan transportation plan and the FTIP.

### **Commitment 3: Commitment to a Collaborative Process**

MCTC aims to conduct engagement activities that design and create solutions in partnership and collaboration with communities and agencies affected by policies and decisions. We want to encourage honest, open, and productive dialogue with MCTC stakeholders to provide meaningful opportunities to shape the Madera County region and influence key decisions. MCTC is committed to responding to all correspondence received and summarizing comments heard from participants on impending actions, so decision-makers and the public have a clear understanding of the depth and breadth of opinions on a given issue. MCTC will also strive to inform participants about how their input and feedback helped shape or contribute to key decisions and actions. When outcomes do not correspond to the views expressed, every effort is made to explain why. To that end MCTC will:

- Document comments received and demonstrate explicit consideration and response to public input received during the development of the RTP and the FTIP.
- Ensure that all formal public comments are provided to the MCTC Policy Board or appropriate committee for consideration prior to decision making.

### **Commitment 4: Transparent Process**

Should a document previously released for public comment differ or change altering measurable impact(s) or cost(s), MCTC will ensure that the public has ample time to provide additional review and comments for all reports, studies, and policies subject to Board approval:

- Provide additional opportunities for public comment if the final RTP or FTIP differs significantly from the version that was made available for public comment by the MCTC and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.
- Coordinate with the statewide transportation planning public involvement and consultation processes. This includes Caltrans and others who support or plan transportation programs or investments in the region.
- Minimize the use of acronyms and transportation jargon in documents for public review and comment.

### **Commitment 5: Review**

This PPP is a living document that may be amended or updated based on the needs of the agency or outside influences at the state or federal level. MCTC will continue to refine its policies and adapt them to better serve the region's needs. MCTC will:

- Periodically review the effectiveness of the procedures and strategies contained in this PPP to ensure a full and open participation process.

## **CHAPTER 2: FEDERAL AND STATE PUBLIC PARTICIPATION REQUIREMENTS**

Developing an effective public involvement/participation plan involves the identification of techniques designed to meet the needs of a given situation



relating to the development of a transportation plan, program, project, or the need for public input regarding the operation and management of a transportation facility. Current federal statutes and regulations provide general guidelines for public involvement processes and procedures. There is great flexibility available to transportation agencies in developing specific public involvement/participation plans. However, while the set of techniques for any given situation may differ depending upon such factors as demographics and identified potential impacts, the general approach to developing a public involvement/participation plan contains elements that are relevant and responsive to all communities. This information is provided to help practitioners identify legal requirements related to engaging the public that were created to protect and promote good practices. Phrases are provided from statute, regulation, and executive orders relating to different aspects of engaging the public. To understand the broader context of those requirements, MCTC encourages you to refer to the complete statute, regulation, or executive order.

## **INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)**

The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), was signed into law by President Biden on November 15, 2021. The law authorizes \$1.2 trillion for transportation and infrastructure spending with \$550 billion of that figure going toward “new” investments and programs. Funding from the IIJA is expansive in its reach, addressing energy and power infrastructure, access to broadband internet, water infrastructure, and more. Some of the new programs funded by the bill could provide the resources needed to address a variety of infrastructure needs at the local level.

## **FIXING AMERICA’S SURFACE TRANSPORTATION (FAST) ACT**

On December 4, 2015, President Obama signed the [Fixing America’s Surface Transportation \(FAST\) Act](#) (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorized \$305 billion over fiscal years 2016 through 2020 for highways,

highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, research, technology, and statistics programs. The FAST Act maintained focus on safety, kept intact the established structure of the various highway-related programs MCTC manages, continued efforts to streamline project delivery and, for the first time, provided a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments moved forward with critical transportation projects with the confidence that they would have a federal partner over the long term.

## **TITLE VI OF THE CIVIL RIGHTS ACT OF 1964**

Title VI of the Civil Rights Act of 1964 requires that transportation planning and programming be non-discriminatory on the basis of race, color, national origin or disability. The federal statute was further clarified and supplemented by the Civil Rights Restoration Act of 1987 and a series of federal statutes enacted in the 1990s relating to the concept of environmental justice. The fundamental principles of environmental justice include:

- Avoiding, minimizing, or mitigating disproportionately high and adverse health or environmental effects on minority and low-income populations;
- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Preventing the denial, reduction, or significant delay in the receipt of benefits by minority populations and low-income communities.

## **EXECUTIVE ORDERS**

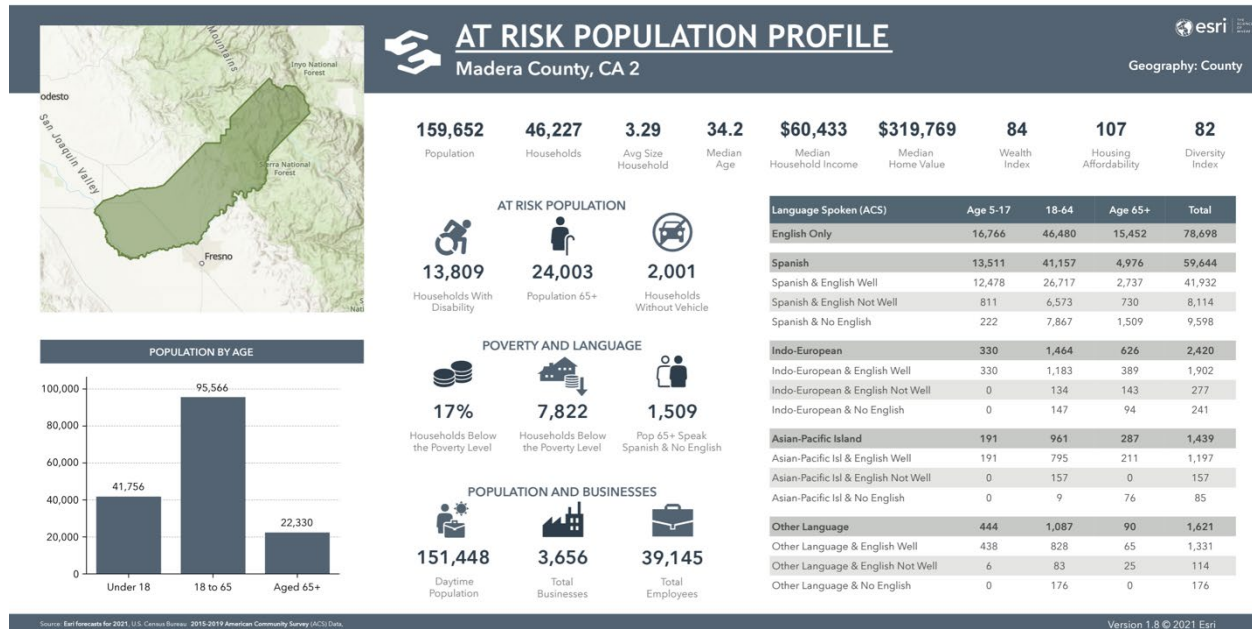
An Executive Order is an order given by the President to federal agencies. As a recipient of federal funds, MCTC assists federal transportation agencies in complying with these orders.

*Executive Order 12372: Intergovernmental Review of Federal Programs*

Executive Order 12372 calls for intergovernmental review of projects to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. The Executive Order does not replace public participation, comment, or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA) but gives the states an additional mechanism to ensure federal agency responsiveness to state and local concerns.

*Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*

In February 1994, President William Clinton signed Executive Order 12898, Federal Actions to Address Environmental Justice for Minority Populations and Low-Income Populations, which 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 in order to achieve environmental justice. Minority populations are defined in the order as Black/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, with those at 0 percent of median income classified as low income and those at 50 percent of median income classified as very-low income.



### *Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency*

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 to those with limited English proficiency and develop and implement a system to provide those services so all persons can have meaningful access to services.

### **THE BROWN ACT (STATE OF CALIFORNIA GOVERNMENT CODE SECTIONS 54950-54962)**

The Ralph M. Brown Act governs the meeting and actions of governing boards of local public agencies and their created bodies. Requirements of the Brown Act also apply to any committee or other subsidiary body of a local agency, whether permanent or temporary, decision-making, or advisory, which is created by such a governing board. The Brown Act sets minimum standards for open meetings relative to access to the public, location of meetings, notice posting, agenda distribution, and public input. The public agency may adopt reasonable regulations ensuring the public's right to address the agency, including regulations to limit the total amount of time allocated for public

testimony. The MCTC Board and its standing committees all adhere to these requirements involving proper noticing, access, and the ability to address the Board and committees.

The Brown Act requires the MCTC Board to conduct its business in meetings open to the public and allows boards to meet in private to discuss such issues as personnel, litigation, and labor negotiations. Time constraints for unscheduled comments may be limited to three minutes; however, MCTC encourages citizens to provide written copies of their presentation to the Board if the statement is longer than the allotted time. If citizens are unable to attend a meeting in person, relevant written comments submitted to staff will be presented to the respective governing body.

### **AMERICANS WITH DISABILITIES ACT**

The Americans with Disabilities Act of 1990 (ADA) requires involving the community, particularly those with disabilities, in the development and improvement of public services and capital facilities. Meetings and hearings must be held in ADA compliant buildings. Special accommodations must be made to assist those with disabilities to participate in meetings, planning, and programming activities.

MCTC is in compliance with the ADA by providing accessible and usable formats, notifications, and locations for workshops, meetings, and public hearings; consulting with individuals from the disabled community; conducting outreach by maintaining an extensive mailing and email lists, and developing contacts, and other means of notification and accommodation to participate in the planning process.

### **CODE OF FEDERAL REGULATIONS**

The Code of Federal Regulations (CFR) is the annual codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government. The CFR is divided into 50 titles representing broad areas subject to Federal regulation. Each Title is

divided into chapters that are assigned to agencies issuing regulations pertaining to that broad subject area. The purpose of the CFR is to present the official and complete text of agency regulations in one organized publication and to provide a comprehensive and convenient reference for all those who may need to know the text of general and permanent Federal regulations. The Metropolitan Planning Organization (MPO) public participation requirements outlined in the CFR (23 CFR 450.316) are carefully considered and addressed throughout this entire PPP.

## **2008 CALIFORNIA LEGISLATION**

Under state law (SB 375, Steinberg, Chapter 728, 2008 Statutes), MCTC must develop a Sustainable Communities Strategy (SCS) to integrate planning for growth and housing with long-range transportation investments, including goals for reducing greenhouse gas emissions for cars and light trucks.

As required by the legislation, MCTC shall develop an SCS and alternative planning strategy (APS), if needed, as an additional element of the regional transportation plan. The legislation includes specific public participation requirements for the development of the SCS and APS, if needed, which have been addressed in the PPP. A summary of these requirements are listed below:

- Expanded stakeholder groups and consultation with agencies;
- Inclusion of multiple workshops and public hearings to inform the public regarding the development of the RTP and SCS/APS; and
- Broaden visual presentation of the RTP and SCS/APS.

## **OTHER REQUIREMENTS**

Several other federal and state laws call on MCTC to involve and notify the public in its decisions. MCTC complies with all other public notification requirements of the California Public Records Act, the California Environmental Quality Act, as well as other applicable state and federal laws.



# Chapter 3: Opportunities for Public Engagement

## MCTC BOARDS, COMMITTEES, AND COMMISSIONS

The Madera County Transportation Commission is organized into a Board of Directors supported by the Transportation Policy Committee and the Technical Advisory Committee. MCTC staff includes an Executive Director, Deputy Director/Fiscal Supervisor, Regional Planners, Administrative Analyst, and Accounting Technician. There is currently one standing committee -- the Social Services Transportation Advisory Council (SSTAC), which reports through the Technical Advisory Committee. The relationship between the Board, its staff, and the committees is illustrated below.

### BOARD OF DIRECTORS

Policy decisions are made by the Madera County Transportation Commission Policy Board. The Commission Board of Directors is comprised of three (3) members from the Madera County Board of Supervisors, two (2) members from the Madera City Council, and one (1) member from the Chowchilla City Council.

The Transportation Policy Committee (TPC) has the same membership as the Board with the addition of one (1) person representing the Caltrans District 06 Director. This committee reviews transportation plans and programs prior to action by MCTC, with particular emphasis on compliance with applicable state and federal planning and programming requirements. Both Board meetings are open to the public with time allocated at the beginning of each meeting for public comments not on the agenda.

### TECHNICAL ADVISORY COMMITTEE (TAC)

The Technical Advisory Committee (TAC) includes the County of Madera, City of Madera, City of Chowchilla, Tribal Governments, and one representative from Caltrans District 6. The North Fork Rancheria of Mono Indians of California and the Picayune Rancheria of Chukchansi Indians of California, and other



tribal governments are also invited to participate in the monthly TAC meetings. The TAC reviews staff work conducted pursuant to the Overall Work Program; advises MCTC and TPC on transportation issues; and makes recommendations on planning and programming actions to be taken by MCTC. TAC review is generally focused upon the technical merits of various transportation issues coming before MCTC. Staff consults with tribal governments as it relates to transportation planning issues and initiates consultation with the tribal governments at the government-to-government level.

### **SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)**

In accordance with state law, the Madera County Transportation Commission has established an advisory group known as the Social Service Transportation Advisory Council (SSTAC) to aid in its review of transit issues with emphasis on the annual identification of transit needs within Madera County. The SSTAC serves as an advisory committee to MCTC on matters related to public transportation needs of Madera County residents. The SSTAC meets quarterly each year.

A meeting is held in April prior to the “unmet transit needs” public hearing. This meeting is used to familiarize the members with their role as advisors to MCTC and to select Council officers. An additional meeting is scheduled following the “unmet transit needs” hearing to provide the Council with an opportunity to consider commentary presented at the hearing. The Council works with staff to develop recommendations for MCTC towards finding that public transportation needs that are reasonable to meet are being met. This includes the needs of transit dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means. All SSTAC meetings are open to the public. Citizens can request to be placed on the mailing list to receive committee agendas.

### **MEASURE T CITIZENS’ OVERSIGHT COMMITTEE**

The Measure T Citizens’ Oversight Committee was developed to serve as an independent body to inform the public, and to ensure that the Measure T

funding program revenues and expenditures are spent as promised by Measure T. MCTC staffs the Committee and provides technical and administrative assistance to support and publicize the Committee's activities.

## **VALLEYWIDE COMMITTEES**

MCTC staff is also actively involved on Valleywide committees consisting of staff members from all eight San Joaquin Valley Metropolitan Planning Organizations (MPOs). These groups meet regularly on issues of mutual interest. In addition to the committees or groups listed below, the San Joaquin Valley MPOs are also active in the state's high-speed rail efforts, promotion of State Route 99, goods movement through the Valley, RTP/SCS development, and other areas of mutual concern. Together they have developed and contribute to a [San Joaquin Valley Regional Policy Council website](#).

## **MODEL COORDINATING COMMITTEE**

The Model Coordinating Committee (MCC) has been established to provide a coordinated approach to valley air quality, conformity, and transportation modeling issues. The committee's goal is to ensure Valleywide coordination, communication, and compliance with Federal and State Clean Air Act requirements. Each of the eight Valley Metropolitan Planning Organizations (MPOs) and the San Joaquin Valley Air Pollution Control District (SJVAPCD) are represented. In addition, the Federal Highway Administration, the Environmental Protection Agency, the California Air Resources Board, and Caltrans are all represented on the committee.

## **PROGRAMMING COORDINATION GROUP**

The Valley Programming Coordination Group has been established to provide a coordinated approach to Valley air quality and transportation programming issues. The committee's goal is to ensure Valley wide coordination, communication, and compliance with federal and state Clean Air Act requirements. Each of the eight Valley Transportation Planning Agencies (TPAs) and the San Joaquin Valley Air Pollution Control District (SJVAPCD) are represented. In addition, the Federal Highway Administration, the

Environmental Protection Agency, the California Air Resources Board, and Caltrans are all represented on the committee.

## **SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES – REGIONAL POLICY COUNCIL**

The creation of the San Joaquin Valley Regional Policy Council is a key partnership that exemplifies the Regional Transportation Planning Agencies' approach to working on regional issues. This eighteen-member Regional Policy Council was established to discuss and build regional consensus on issues of Valley importance. The Council consists of two elected officials and one alternate appointed from each of the regional planning agencies' policy boards. The SJVAPCD and San Joaquin Regional Rail Commission (SJRRC) are also represented on the Council. The Council is positioned to have a unique and potentially pivotal position in further Valley collaborative efforts and improving the quality of life for all Valley residents. The Policy Council provides guidance on common interregional policy issues and represents the San Joaquin Valley at public forums such as the California Transportation Commission, the Governor and his administration, as well as State and Federal legislative bodies that require a common voice from the San Joaquin Valley.

## **SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES – DIRECTORS' COMMITTEE**

The Valley MPO Executive Directors, San Joaquin Valley Air Pollution Control District, and San Joaquin Regional Rail Commission meet regularly to discuss issues of mutual importance to all the Valley Metropolitan Planning Organizations. Meeting agendas, minutes, and information about the SJV Directors meetings are available online at the [San Joaquin Valley Regional Policy Council website](#).

## CHAPTER 4: PROJECT OR PLAN SPECIFIC PUBLIC PARTICIPATION REQUIREMENTS

There are two key transportation initiatives that are specially called out in federal law as needing early and continuing opportunities for public participation — development of the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP).

These two documents are linked. The long-range Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) prioritizes and guides all Madera County transportation development over a period of 25 years. The FTIP is the short-term programming document that identifies funding sources for those programs and projects that are included in the RTP/SCS.

### REGIONAL TRANSPORTATION PLAN (RTP)

The RTP is the comprehensive blueprint for transportation investment (transit, highway, local roads, bicycle, and pedestrian projects), and establishes the financial foundation for how the region invests in its surface transportation system by identifying how much money is available to address critical transportation needs and setting the policy on how projected revenues are to be spent. The RTP is generally updated every four years with a limited number of amendments as needed. Because of its comprehensive, long-term vision, the RTP provides the earliest and the best opportunity for interested residents and public agencies to influence MCTC's policy and investment priorities for Madera County transportation. It is at this early RTP development stage where investment priorities and major planning-level project design concepts are established, and broad, regional impacts of transportation on the environment are addressed. Under California Senate Bill 375 (Steinberg, Chapter 728, 2008 Statutes), the RTP must include an SCS to integrate planning for growth and housing with long-range transportation investments, including goals for reducing greenhouse gas emissions for cars and light trucks.

Opportunities for public participation for the RTP are different for RTP updates versus RTP amendments. RTP Updates include significant revisions to the RTP document, while RTP amendments are generally specific to project scopes, schedules, or costs.

## **RTP UPDATE**

This is a complete update of the most current long-range RTP which is prepared pursuant to state and federal requirements. The RTP update reflects reaffirmed or new planning priorities and changing projections of growth and travel demand based on a reasonable forecast of future revenues available to the region. As necessary, MCTC prepares two companion documents for RTP updates: a program-level Environmental Impact Report per California Environmental Quality Act (CEQA) guidelines, and transportation air quality conformity analyses (to ensure clean air mandates are met) per federal Clean Air Act requirements. Certain revisions to the RTP may warrant a revision or update to these technical documents.

## **RTP AMENDMENT**

An amendment is a major revision to a long-range RTP, including adding or deleting a project, major changes in project costs, and/or design concept and scope (e.g., changing project locations, open to traffic dates, or the number of through traffic lanes). An amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and/or a finding that the change is consistent with federal transportation conformity mandates. Amendments that require an update to the air quality conformity analysis will be subject to conformity and interagency consultation (IAC) procedures. Changes to projects that are included in the financially unconstrained portion of the RTP (as information only) do not require an amendment.

## **RTP ADMINISTRATIVE MODIFICATION**

This is a revision to the RTP for minor changes to project/project phase cost or funding sources. An administrative modification does *not* require public review and comment, demonstration that the project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements. As such, the public participation process for RTP amendments follows the requirements as outlined for the FTIP, as applicable.

## **FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)**

The MCTC Policy Board delegated authority to the Executive Director to approve Type 1, Type 2, and Type 3 amendments to the FTIP on September 18, 2019, Resolution No. 19-09.

### **FTIP Technical Corrections**

Technical corrections may be made by MCTC staff as necessary. Technical corrections are not subject to an administrative modification or an amendment and may include revisions such as:

- Changes to information and projects that are included for illustrative purposes.
- Changes to information outside of the FTIP period.
- Changes to information not required to be included in the FTIP per federal regulations.
- Changes to correct simple errors or omissions including data entry errors.

These technical corrections cannot significantly impact the cost, scope, or schedule within the FTIP period, nor will they be subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.

## **Expedited Selection Process (EPSP)**

EPSP allows eligible projects to be moved between FTIP fiscal years within the four-year FTIP as long as the project cost and scope do not change. MCTC staff is federally authorized to utilize EPSP without additional State or federal approval action.

## **Amendment Type 1 - Administrative Modifications**

Administrative modifications are defined in the current agreement between Caltrans and FHWA/FTA (original agreement November 17, 2008, revised on June 3, 2011, and December 18, 2019) on Administrative Modifications, and include such changes as minor changes in project cost, scope, schedule, or funding sources. They require action and approval by MCTC (delegated to the Executive Director). As delegated by Caltrans, MCTC has agreed to the following procedures:

1. Prior to the MPO (MCTC) approval of FTIP/FSTIP administrative modifications, MCTC may consult with Caltrans on proposed changes.
2. Caltrans may provide cursory review of the administrative modification prior to the MPO's approval.
3. MCTC shall send copies of the approved administrative modifications to Caltrans, FHWA, FTA, and other stakeholders. Caltrans will post the approved administrative modification on the Division of Transportation Programming Website.
4. Caltrans will regularly review the MPO's (MCTC's) approved administrative modifications and will reject changes that do not comply with the attached procedures. In such cases the MPO (MCTC) must correct all noncompliance.
5. Caltrans will withdraw its delegation from the MPO (MCTC) if it is found to be consistently noncompliant with the modification.

The approved amendment is forwarded to Caltrans and FHWA in electronic format. Federal agencies are notified but do not take approval action. Public notification of the administrative modification is posted on [MCTC's website](#) at the time of the action and subsequently posted on the [Caltrans website](#) after MCTC approval.

### **Amendment Type 2 – Amendment: Funding Changes**

Type 2 amendments include project cost changes that are greater than what is allowed in an Administrative Modification. Public notice of the amendment is posted at least 7 days prior to action on the [MCTC website](#). The amendment is distributed to local agencies through the IAC process and the TAC. These amendments require approval by MCTC (delegated to the Executive Director), Caltrans, and FHWA. The approved MCTC amendment is forwarded to Caltrans and FHWA for approval, in electronic format.

### **Amendment Type 3 – Amendment: Exempt Projects**

Type 3 amendments include adding or deleting projects that are exempt from regional air quality emissions analysis, such as transit buses, etc. These amendments typically include transit or safety projects. Public notice of the amendment is posted at least 7 days prior to action on the [MCTC website](#). The amendment is distributed to Federal, State, and local agencies through the IAC process and TAC. These amendments require approval by MCTC (delegated to the Executive Director), Caltrans, and FHWA. The approved MCTC amendment is forwarded to Caltrans and FHWA for approval, in electronic format.

### **Amendment Type 4 – Formal Amendment: Conformity Determination that Relies on a Previous Regional Emissions Analysis**

Type 4 amendments include adding or deleting projects that have already been appropriately modeled for air quality purposes as part of the RTP. Federal approving agencies can use a previous analysis of the project's impact on air quality for approval purposes. These amendments may be accompanied by an RTP amendment to maintain consistency. The legally noticed public comment period is 30 days. The legal notice of the public hearing is posted in a newspaper of general circulation and on the [MCTC website](#). These notices may be combined if they are compliant with state and federal noticing provisions. The amendment is distributed to Federal, State, and local agencies through the IAC process and the TAC. These amendments require approval by MCTC,



Caltrans and FHWA. The approving MCTC resolution and amendment are forwarded to Caltrans and FHWA for approval, in electronic format.

### **Amendment Type 5 – Formal Amendment: Conformity Determination and New Regional Emissions Analysis**

Type 5 amendments are the highest-level amendment and involve adding or deleting new projects that result in new modeling for air quality impacts or significantly changing the design concept, scope, or schedule of an existing project. These are accompanied by a new Air Quality Conformity document that demonstrates conformity with applicable air quality requirements. If applicable, these amendments may be accompanied by an RTP amendment to maintain consistency. The legally noticed public comment period is 30 days. The legal notice of the public hearing is posted in a newspaper of general circulation and on the MCTC website. These notices may be combined if they are compliant with state and federal noticing provisions. The amendment is distributed to local agencies through the IAC process and the TAC. These amendments require approval by MCTC, Caltrans, and FHWA and are distributed to the California Air Resources Board (ARB) and the SJVAPCD. The approving MCTC resolution and amendment are forwarded to Caltrans and FHWA for approval, in electronic format.

“Local agencies” include the Cities of Chowchilla and Madera, County of Madera, North Fork Rancheria of Mono Indians of California, and Picayune Rancheria of Chukchansi Indians of California. FTIP updates follow the same process as Type 5 amendments. Copies of all amendments and updates are posted on the [MCTC website](#) and electronic copies are provided to other agencies, organizations, or individuals.

### **FEDERAL TRANSIT ADMINISTRATION PROGRAM OF PROJECTS PUBLIC PARTICIPATION REQUIREMENTS**

Both planning and FTA regulations require public participation. The MCTC’s public participation process has been developed to satisfy MCTC member agencies’ FTA grantee’s public participation process for the Program of

Projects (POP) during the development of the FTIP. FTA grants include Section 5307 and Section 5311 (POP public participation requirements do not apply to funds flexed into a Section 5307 grant). The planning regulations require that the metropolitan transportation planning process include a proactive participation plan that provides complete information, timely public notice, and reasonable public access to key decisions, and supports early and continuing involvement of the public in developing plans and FTIPs. FTA projects must be programmed in the FTIP to be eligible for funding.

FTA grantees also have specific requirements for public participation related to POP. FTA allows grantees to rely on the locally adopted public participation requirements for the FTIP in lieu of the process required in the development of the POP if the grantee has coordinated with the MPO and ensures that the public is aware that the FTIP development process is being used to satisfy the POP public participation requirements.

The MCTC Public Participation Plan process will ensure that the proposed POP provides for the coordination of FTA-funded public transportation projects with transportation projects assisted with other federal sources. Coordination may include information sharing, consolidation of services, and participation in the public transportation human services planning process.

The following actions will be undertaken, at a minimum:

- MCTC will make available to the public information concerning the amount of funds available with FTA-funded (i.e., Section 5307) projects and the POP that the recipient proposes to undertake with such funds.
- MCTC will publish the proposed POP in sufficient detail and in such a manner to afford affected citizens, private transportation providers, and as appropriate, local elected officials, reasonable and adequate opportunity to examine the proposed program and to submit comments on it.
- MCTC will publish the public notice in conjunction with the development of the FTIP in the general circulation newspaper in the service area of the

grantee indicating where citizens can examine the proposed program and budget and submit comments; and ensure that the public notice is distributed to persons with limited English proficiency, as warranted.

- MCTC will provide an opportunity for a public hearing in conjunction with the development of the FTIP to receive comments from citizens on the proposed POP; and consider all comments and views received in preparing the final POP.
- MCTC will make the final POP available to the public; and if not amended, include a statement that the proposed program will be the final program, unless amended, and satisfies the requirements regarding the final POP.

## **ANNUAL LISTING OF OBLIGATED PROJECTS**

By federal requirement, at the end of each calendar year MCTC publishes an annual listing of obligated projects, which is a record of project delivery for the previous year. The listing is also intended to increase the awareness of government spending on transportation projects to the public. Copies of this annual listing may be obtained from [MCTC's website](#). Hard copies are also available upon request by contacting the MCTC office at (559) 675-0721.

## **AIR QUALITY CONFORMITY PUBLIC AND INTERAGENCY CONSULTATION**

MCTC provides opportunity for early coordination with appropriate agencies and the public in determining the type of environmental review documents an action requires, the scope of the document, the level of analysis, and related environmental requirements. This involves the exchange of information from the inception of a proposal for action to preparation of the environmental review documents.

A dialogue between agencies regarding air quality transportation conformity considerations must take place in certain instances prior to adoption of its RTP/SCS or FTIP. These consultations are conducted through the San Joaquin Valley Interagency Consultation (IAC) Group which includes representatives of the U.S. Environmental Protection Agency, Federal Highway Administration

(FHWA), Federal Transit Administration (FTA), the California Air Resources Board (CARB), the San Joaquin Valley Air Pollution Control District, the eight San Joaquin Valley MPOs, and Caltrans' Headquarters and District 6 office. These agencies review updates and, in certain instances, amendments to the RTP/SCS and FTIP to ensure they comply to federal transportation conformity regulations via air quality transportation conformity analysis.

## **SB 375 PUBLIC PARTICIPATION REQUIREMENTS**

SB 375 mandates that MPO's must meet certain greenhouse gas reductions standards set by the Air Resources Board. MCTC, along with other MPO's in the valley have worked diligently on meeting those targets through the use of an integrated land use, transportation, and housing plan. The goal is to have greenhouse gas emissions reduced to 2012 levels by 2040. Air quality conformity findings are distributed for a 30-day public comment period, and a public hearing is held by the MCTC Board to elicit public input. All applicable posting requirements will be followed.

## **OVERALL WORK PROGRAM (OWP)**

The OWP is a critical document for the scheduling and distribution of work, especially the allocation of resources needed to address each task required of MCTC. In effect, the OWP constitutes a set of instructions for the planning and programming work to be carried out by staff or consultants each year. Throughout the course of each year, MCTC staff works with the local agencies, Caltrans, other transportation planning agencies, other public and private associations, and the general public independently and through MCTC committees to develop the program for the year. A draft of the OWP is taken through the MCTC committee process with a final adoption by the Policy Board in April. Staff and the Board usually begin to gather public input on the OWP in February, prior to the adoption of the Final OWP.

## **UNMET TRANSIT NEEDS (UTN) ASSESSMENT**

Each year, pursuant to the Transportation Development Act (TDA) requirements, MCTC, as the RTPA and MPO for Madera County, is required to

identify any unmet transit needs that may exist in the Madera County region. Should any unmet transit needs be identified, a further determination must be made to establish whether or not those needs are reasonable to meet. In accordance with state law, TDA funds must be allocated first to unmet transit needs which are found to be reasonable to meet before any remaining funds can be distributed to local jurisdictions for non-transit purposes. At the conclusion of each UTN process, the MCTC Board must adopt a resolution making one of the following three findings:

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 transit needs that are reasonable to meet.

Under TDA regulations, the UTN Assessment must include the following elements:

- 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, and persons of limited means, including, but not limited to, recipients under the CalWORKS program;
- An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately and publicly owned services.

To further implement the UTN Assessment process, the MCTC Board has adopted definitions for both “unmet transit need” and “reasonable to meet” which are reviewed every five years in compliance with the TDA requirements. All unmet transit needs received during the annual UTN Assessment process are reviewed by the Social Services Transportation Advisory Council (SSTAC).

Public participation is an important component in the UTN Assessment process. The TDA requires MCTC to hold at least one public hearing for the

purpose of receiving public input regarding potential unmet transit needs in the region. Although the TDA only requires MCTC to hold one public hearing, staff makes the effort to go beyond the minimum requirements to provide public workshops throughout the region as well as to make presentations about the unmet transit needs process to seniors at congregate meal sites, community groups, and the legislative bodies of local jurisdictions. Public hearings are typically held during a regularly scheduled meeting of the Policy Board. Public notice of the hearing, including the date, time, location, and specific purpose is provided at least 30-days in advance of the meeting through publication in one or more newspapers of general circulation, including a Spanish language publication. Written notification is also provided to those persons and organizations that have indicated an interest in the unmet transit needs process, including the private social service agencies and public transit operators that are represented on the SSTAC.

A public hearing is held to give members of the public the opportunity to identify potential unmet transit needs in the region. After the conclusion of the hearing, a report is prepared that addresses the three required UTN Assessment elements listed above, that analyzes any identified unmet transit need for “reasonable to meet,” and that provides a recommended finding for the Board to adopt. Any new comments received after the public hearing or during the Policy Board’s hearing to adopt the UTN finding, are assessed during the subsequent year’s UTN Assessment process.

## CHAPTER 5: PUBLIC PARTICIPATION PLAN

### EVALUATION AND UPDATES

MCTC's Public Participation Plan is not a static document, but an on-going strategy that will be periodically reviewed and updated based on MCTC experiences and the changing circumstances of the agency and the transportation community it serves.

Furthermore, this Public Participation Plan may be subject to minor changes from time to time. Minor changes will be noticed and posted on the MCTC website. Any major updates will be released for public review and comment for a period of 45 days and will include review by MCTC's Technical Advisory Committee and approval by the Board. MCTC will extend the public comment period by an additional 45 days in instances where major revisions are proposed in response to comments heard.

Beginning with this updated Plan, every public outreach and involvement program developed for the regional transportation plan, MCTC will set performance measures for the effectiveness of the participation program and report on the results. Performance measures should include:

- Number of participants/people reached by each tool.
- Demographics of participants.
- Number of comments/content of comments received.
- Feedback provided by participants on meeting accessibility, quality, and effectiveness.
- Summary of how public comments received were or were not .incorporated into the document.

These performance reports will serve to inform and improve future outreach and involvement programs, including future updates to this Public Participation Plan. Additionally, MCTC will periodically evaluate various

components of the items identified under Chapter 5 “Public Participation Strategies” which form the core of MCTC’s public involvement activities.



## CHAPTER 6: PUBLIC PARTICIPATION STRATEGIES

A variety of public notification and participation procedures will be used to encourage the early and continuous involvement of citizens, jurisdictions, communities, and other interests in the planning process and the decisions and actions. They may include, but are not limited to, the following:

### Public Meetings/Workshops

Traditional meetings and workshops continue to be a staple of our PPP and may include enhancement community-based partnerships for “pop-up” and joint meeting opportunities including but not limited to:

- Conduct meetings, workshops, and open houses at varied times of day, including evening/weekend meetings, to encourage participation.
- Hold break-out sessions for smaller group discussions on multiple topics.
- Interactive exercises such as click polling or use of other web-based tools.
- Customized presentations for individual groups and/or languages.
- Present to existing groups and organizations, co-host events with community groups, business associations, etc.
- Participate in community events.
- Collaborate with community-based organizations in Equity Priority Communities for focused outreach.
- Use “pop-up” workshops/meetings in public gathering places. These are on-the-spot meetings or workshops held in locations where the public is already gathered.
- Organize small-group discussions such as focus groups with participants recruited randomly from telephone polls or recruited by stakeholder interest groups.
- Sponsor a topical forum or summit with partner agencies, the media, or other community organizations.
- Host question-and-answer sessions with planners and policy board members.

## Virtual Engagement

Though COVID-19 protocols are no longer in place, public agencies have found that a commitment to virtual engagement supports expanded outreach opportunities and as such, continues to be a key factor in our outreach efforts.

- Virtual workshops/open houses hosted via online meeting platforms (GoTo, Zoom, etc).
- Provide remote access, when possible, to meetings by webcasting meetings via Facebook, YouTube, or other streaming options.
- Post written or display materials from in-person meetings online.
- Provide access to planning data (such as maps, charts, background on travel models, forecasts, census data, research reports, etc.).
- Host telephone town halls or online webinars.
- Online interactive surveys, polls.
- Use social media (Facebook and Twitter) and paid digital promotion to reach a larger audience.
- Encourage interaction among participants via web (e.g., online discussion boards, games, interactive mapping tools etc.).
- Post information online in advance of public meetings.
- Audio/videocasts of current and past public meetings/workshops
- Post event/meeting information on online news sites, calendars, community & discussion websites.
- Notify Public via blast e-mails and e-newsletters.
- Project specific email pieces.

## Visualization Techniques

Transportation planning can be difficult for the public to understand so it is important to include visual tools to make the information easily accessible and understandable for the public. To support that MCTC may use:

- Maps
- Charts, graphs, illustrations, photographs
- Table-top displays and models
- Web content and interactive games

- Electronic voting
- PowerPoint slide shows and videos

### **Polls/Surveys**

MCTC may use a variety of methods to capture public opinion via bilingual polling such as:

- Statistically valid telephone polls
- Electronic surveys via Web
- Intercept interviews where people congregate, such as at transit hubs
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.
- Focus Groups
- Participants recruited randomly from telephone polls
- Participants recruited by interest area

### **Printed Bilingual Collateral Materials**

MCTC may use the following methods for printed bilingual collateral materials:

- Project overviews/fact sheets/frequently asked questions/hand out materials
- Project specific print pieces
- Executive summary documents
- Door hangers
- Inserts
- Post cards
- Maps, charts, photographs, and posters
- Rack cards for buses/transit services
- Notices placed on board transit vehicles and at transit hubs
- Public utility bill inserts

### **Targeted Mailings/Flyers**

Certain projects and/or outreach efforts may require mailings of flyers, postcards, notifications, or other materials to a specific audience.

- Mail to properties in (a) specific project area(s)
- Mail to targeted database lists
- Flyers for distribution via community partners

### **Utilize Local Media**

MCTC may regularly update its local media list and strive to maintain an open line of communications with all journalists interested in its programs and initiatives. MCTC may use the following methods to utilize local media:

- Issue news releases to local media partners
- Submit human interest stories that center around MCTC projects
- Invite reporters to news briefings
- Meet with editorial staff
- Develop opinion-editorial pieces/commentaries
- Purchase display ads/radio, TV, and movie theater screen advertising
- Negotiate inserts into local printed media
- Visit minority media outlets to encourage use of MCTC news releases
- Place speakers representing MCTC and its member agencies on local news outlets
- Develop Public Service Announcements for radio and television
- Develop content for public access/cable television programming
- Support civic journalism partnerships

### **Publications**

MCTC may produce various publication which may include, but are not limited to, the following:

- MCTC's e-newsletter
- Submit articles for publication in community/corporate/online newsletters

## Techniques for Involving Environmental Justice Communities

MCTC may use, but not limited to the following techniques for involving environmental justice groups:

- Make regular reports to MCTC's ongoing committees such as the TAC, SSTAC, etc.
- Provide bilingual flyers on transit vehicles and at transit hubs
- Leverage partnership with community advocates (churches, health centers, employer sponsored events, etc.)
- Explore partnerships with community-based organizations that are trusted by the relevant communities with whom MCTC is trying to engage to co-host meetings and remove barriers to participation by offering assistance, such as childcare, meals, translation services, etc.
- Outreach in the community (such as pop-up meetings at flea markets, libraries, health centers, etc.)
- Leverage relationships with ethnic media outlets to announce participation opportunities
- Partner with other agencies to reach the public at scheduled meetings/events
- Ensure that all materials are developed at a suitable reading level to make them accessible to the widest possible audience
- Translate materials into Spanish and have interpreters available at meetings as requested
- Include information on meeting notices on how to request translation assistance
- Provide ADA compliant access to materials on websites, in documents, and other materials to ensure equal access to all
- Use of robust "visualization" techniques, including maps and graphics to illustrate trends, choices being debated, etc.
- Use of community and minority media outlets to announce participation opportunities
- When conducting public outreach on regional plans/projects, establish the relevance and impacts to local communities

### **Techniques for Reporting on Impact of Public Comments**

MCTC may use some or all of the following techniques for reporting on comments:

- Summarize key themes of public comments in staff reports to MCTC standing committees and Board
- Provide complete list of all comments received
- Direct mail and email to participants from meetings, surveys, etc. to report final outcomes
- Updated and interactive website content

### **Other Outreach**

MCTC may form project specific public outreach committees with representatives from member agencies as well as community groups as needed for significant projects and programs.

## CHAPTER 7: PARTNERS

MCTC aims to meaningfully engage those affected by its policies, actions, and decisions and to tailor engagement efforts to each project and its respective audience. Below is a sample list of partners MCTC strives to engage in its work as required by federal and state law:

- Affected Public Agencies
- Affordable Housing Advocates And Organizations
- Airport Operations
- Bicycle And Pedestrian Advocacy Organizations
- Broad-Based Business Organizations
- Chambers Of Commerce
- City Managers
- Commercial Property Interests
- Communities With Low-Incomes
- Community Development Agencies And Organizations
- Community-Based Organizations
- County Transportation Agencies
- Economic Development Agencies
- Educational Community And Institutions
- Elderly And Retired Persons
- Elected Officials
- Environmental Advocates
- Environmental Protection Agencies
- Equity Priority Communities
- Federal Land Management Agencies
- Freight Interests
- General Public
- Health And Wellness Representatives
- Home Builder Representatives
- Homeowner Associations
- Landowners
- Limited English Proficiency Communities
- Local Government Staff
- Local Planning Departments
- Natural Disaster Risk Reduction Agencies/Organizations
- Neighborhood And Community Groups
- Neighborhood Councils
- Organizations Serving Rural Area Residents
- Parent Organizations
- Persons With Disabilities

- Private Providers Of Transportation
- Private Sector
- Providers Of Freight Transportation Services
- Public Agencies
- Public Health And Wellness Representatives
- Public Ports
- Public Sector
- Regional Government Agencies
- Renter/Tenant Advocacy Organizations
- Representatives Of Public Transportation Employees
- Representatives Of The Disabled
- Representatives Of Users Of Pedestrian Walkways And Bicycle Transportation Facilities
- Representatives Of Users Of Public Transit
- State Agencies
- Students And Youth
- Tourism Interests
- Transit Agencies
- Transportation And Transit Advocates
- Transportation Commissions
- Tribal Governments And Indigenous Communities



## CHAPTER 8: EQUITY AND INCLUSION

MCTC defines equity as “inclusion in Madera County where everyone can participate, prosper, and reach their full potential.” The agency strives to advance equity through carefully considered investments and policies that can support historically underserved and systemically marginalized groups, including people with low incomes and communities of color. MCTC may or shall:

- Adopt an equity-first approach and establish greater commitment, depth, and specificity on engagement of traditionally underrepresented and underserved populations as part of future updates to the Public Participation Plan and other guidance documents
- Improve communication channels with underrepresented and underserved demographics through place-based engagement where these populations live/work
- Reduce language/access barriers by providing translation of materials for public review
- Ensure advisory bodies such as committees and commissions represent the voices of communities of color, Tribal communities, and communities representing people with disabilities by encouraging and recruiting from these populations
- Review and revise procurement and contracting barriers that may prevent community-based organizations from collaborating with MCTC
- Collaborate across agencies internally and/or with other agencies to make state government community engagement processes more efficient and less of a burden on underserved communities

## CHAPTER 9: ADDITIONAL MCTC PUBLIC PARTICIPATION POLICIES

### MEETINGS

MCTC Board meetings are generally held on the third Wednesday of each month. The meetings are held at 3:00 pm in the MCTC Offices at 2001 Howard Road, Suite 201, Madera, California 93637. A public comment period is always available at the beginning of each meeting. All MCTC Board meetings are open to the public. The meeting calendar is available on MCTC's website.

### AGENDAS

MCTC Board agendas will be posted at least 72 hours in advance of regular meetings or 24 hours before special meetings. The agendas will be posted at the following locations to the extent possible:

- Madera County Transportation Commission entrance
- Agendas shall be made available by regular mail and/or email to all upon request
- Agenda shall be posted to the [MCTC website](#)

### PUBLIC NOTICES

Public notices will be used to inform the general public and media of workshops and public hearings as appropriate. The MCTC public participation process satisfies local agencies' public participation requirements for the FTIP. Public notices of the FTIP will clearly outline public involvement activities and time established for public review and comments of development process in order to satisfy all Federal Transit Administration and Federal Highway Administration requirements including Program of Project requirements.

### PUBLIC HEARINGS

MCTC shall hold or sponsor public hearings or public meetings whenever appropriate or in accordance with applicable statutory requirements. The criteria shall include whether there is:

- Substantial controversy concerning the proposed action, substantial interest in holding the hearing, or a request for a hearing by another agency with jurisdiction over the action.
- Unless otherwise required by statute, MCTC will publish one public notice in a general circulation newspaper citing the time, date, and place of the hearing at least ten days in advance of that hearing. That notice will instruct individuals needing special accommodations to contact MCTC at least three working days prior to the scheduled meeting.
- SAFETEA-LU and state law require public hearings for the adoption of major plans and programs such as the FTIP, RTP, UTN, and air quality conformity determinations.
- Public hearings will be held in facilities that are accessible to people with disabilities.
- MCTC will accept written comments from the public during the period between the notice and the hearing date. These comments will be considered part of the public record.
- Staff will accept questions and provide clarification on issues raised by the public.
- Certain plans and programs will include the required review periods noted below. This specific review period will allow agencies involved in the consultation process and the public to submit written comments to the draft document and supporting material. MCTC acknowledges that there may be other plans and programs not listed below for which a specified review and comment period is appropriate.

## Public Participation Matrix

Document Type	Minimum Review Period	Public Hearing Required
<b>Long Range Transportation Plan - Planning</b>		
Regional Transportation Plan/Sustainable Communities Strategy	55 days	Yes
Regional Transportation Plan Environmental Impact Report	45 days	Yes
Transit Plans	30 days	Yes
Bicycle and Pedestrian Plans	30 days	Yes
<b>Federal Transportation Program - Planning</b>		
Federal Transportation Improvement Program (FTIP)	30 days	Yes
Air Quality Conformity Determinations for the FTIP	30 days	Yes
Air Quality Conformity Determinations	30 days	Yes
<b>Transportation Plan/Program - Amendments</b>		
RTP and FTIP Minor Amendments – Type 2 and Type 3	7 days	No
RTP and FTIP Major Amendments - Type 4 and Type 5	30 days	Yes
Other Documents		
Public Participation Plan	45 days	Yes
Special Studies	30 days/ varies	Yes

August 15, 2023  
 Patricia Taylor— PLEASE ACKNOWLEDGE RECEIPT.  
 Dylan Stone (author)  
 Troy McNeil.

Here are my initial comments on your proposed draft 2023 Public Participation Plan.

### **I. Perspective is upside down**

Overall, the draft is written from inside out and should be from the outside in. My first blush reaction is that it was written by MCTC for MCTC and not for the public. It should be written for the public, which is the first word in the title. When I say that, I'm talking about the language and style used and the emphasis of the document.

### **II. Emphasis is questionable**

It goes on for 27 pages about who you are and what you do and the various organizations you deal with, which are of little interest to the public. The Public Participation Strategies cover only 5 pages and doesn't begin until page 28. This section should be at the front of the document, and the 27 pages of organizations should be somewhere after that. Less than 15% of the document is more or less focused on the public. Otherwise, the title simply doesn't fit.

### **III. Purpose of Doc is not clear.**

We recently learned in conversation that the document is about public input to the **planning processes and various documents** and is totally unrelated to the forthcoming 2024 Measure T Renewal. The document should say that clearly and should do so right up front...in almost the opening sentence. The public cannot tell the difference between the planning processes, and Measure T, especially since the document uses "MCTC" in the title. It is all MCTC to the public. Maybe even a cover letter with an explanation about that is needed. I realize that the organizations and relationships are important, but not very much so to the public that this draft claims to serve.

### **IV. What changes are planned?**

The Public Participation Strategies are almost identical to those in the 2020 document. And the question is, *"if you use the **same** 'strategies' as before, how can you expect to get a different result?"* Or maybe the better question is *"Do you really want public input, or is this just a show? ... a box that gets checked off?"* I encourage some out-of-the-box thinking. Maybe there should be some frequencies, or schedules included in the list of strategies.. For example, how often will you hold public meetings?... one time? once a year? every time a document is produced?

Assuming this to be the launch of the 2024 Measure T campaign, my colleagues and I remain opposed to the vagueness of your plans and to the undue influence of valley developers. Our concern is with the public, whose needs and wants you have so far failed to elicit. Our priority is public safety and fairness in the allocation of taxpayer dollars. MCTC and MCTA are not viewed as reliable, service-oriented public entities. They suffer from a lack of credibility that will not be salvaged through public relations efforts alone.

I thought I should get these initial comments to you right away, in case you want to think about them early, and possibly work on some changes, rather than wait until the 28th drop dead date. We likely will have other comments but probably on specific elements.

Thanks for the opportunity to comment.

Dan Metz, Sierra Citizens for Sensible Government.

August 25, 2023

Patricia Taylor, PLEASE ACKNOWLEDGE RECEIPT OF THIS EMAIL

Kendall Flint,

Troy McNeil,

Dylan Stone

Thank you for the opportunity to comment on the draft PPP. On August 15, we sent some high-level comments and said we would take a more in-depth look and possibly provide additional comments. These are those comments and supplements the August 15 communique. Key phrases and words have been highlighted herein to point out the area at issue, or for emphasis.

## I. "AUDIENCE" OR "PARTICIPANTS"?

Here is an excerpt found on page 3 of MCTC's Draft Public Participation Plan.

access to key decisions. This Public Participation Plan defines an approach for public engagement and participation, along with the processes for communicating with the public about MCTC's programs, plans, projects, and decisions. MCTC's audiences include:

and reach their full potential."

**General Public** – all residents of the region, with special consideration for the needs of systemically excluded groups, including people of color, communities with low incomes, persons with disabilities, youth, communities with limited English proficiency, and elderly individuals.

**Community Organizations** – especially those that serve Equity Priority Communities and other groups such as environmental advocates, special interest nonprofit organizations, neighborhood groups, homeowner associations, and others.

**Government Agencies** – public agencies like local transit operators, City of Chowchilla, City of Madera, and County of Madera, regional agencies like the Air District, public health agencies, water districts, and agencies at the state and federal levels.

**Business Community** – private-sector entities whose work intersects with transportation and land use planning, including business associations, private transportation providers, freight shippers, consulting firms, technology developers, and non-profit business interest groups.

**Elected Officials** – elected representatives at all levels, including city councils and mayoral offices, county supervisors, and state and federal legislators.

**Tribal Governments and Communities** – federally recognized Tribal governments within the county including the North Fork Rancheria of Mono Indians of California and the Picayune Rancheria of Chukchansi Indians of California.

The use of the term “audience” is revealing. The term means: *“a group of people who gather together to listen to something (such as a concert) or watch something (such as a movie or play)”*. It signifies one-way communication, which is contrary to a key element in the document title, “Public Participation . . .”.

Business owners represent themselves as general tax payers. While they may benefit from various components, they pay no sales tax and don’t represent the public. They only collect and process the taxes paid by the public. They probably should have limited voice in the “Public Participation Plan”, or perhaps we should say the general public, who pays the taxes, should have a greater voice.

Tribal Governments, and Community Organizations can be communications channels by educating the tax-paying public.

However, “Government Agencies” and Elected Officials have no place in providing inputs on behalf of the “Public” in the “Public Participation Plan”. They are decision makers and regulators and are not the “public”.

## RECOMMENDATION

The sentence containing the word “audience” should be replaced with a sentence similar to:

*“The primary groups invited to engage and participate in two-way communications are:”*

And omit the “Governmental Agencies” and “Elected Officials” groups.

The highlighted phrase in the General Public section “region with special consideration” should read

*“. . .all residents of the region, with due consideration of constraints on time, travel, and noticing, and with special consideration . . .”*

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## II. COC "ADVISORY" OR INDEPENDENT?

Page 14 of the draft says that the COC was formed as an advisory body to MCTC as highlighted here.

### MEASURE T CITIZENS' OVERSIGHT COMMITTEE

The Measure T Citizens' Oversight Committee **was developed as an advisory body to Madera County Transportation Authority** to inform the public, and to ensure that the Measure T funding program revenues and expenditures are spent as promised to the public. MCTC staffs the Committee and provides technical and administrative assistance to support and publicize the Committee's activities.

The statement of that role, "advisory body", is not supported by the 2006 Investment Plan which states the purpose of the COC as to inform the public and ensure accountability along with some specifics. Furthermore, it does not report to the MCTC although it may be permissible to provide advice.

### Committee Purpose

To inform the public and to ensure that the Transportation Measure (Measure) funding program revenues and expenditures are spent as promised to the public.

Further, during the pre-election period in 2022, the COC was proclaimed by Supervisor Poythress as being "completely independent".

## RECOMMENDATION

Although the committee may play an "advisory role", that is not the primary purpose of the committee and should be subordinated to its primary role to inform the public and ensure accountability. We recommend the comment about the "advisory role" be omitted.

The highlighted statement should be deleted, and replaced with " . . . **was established as an independent committee to inform** . . . "

Also, there should be a reference to the roles and responsibilities of the COC as stated in the 2006 Investment Plan.

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## III DEFINE "AMPLE" AND "EARLY"

The section below says early enough to allow "ample opportunity to help shape" outcomes. How much time is "ample"? Who defines that term and decides what is ample?

As an example, this Draft Public Participation plan provides barely over 3 weeks from end of comment period to final approval by the MCTC Policy Board. That seems an inordinately short turn-around time. Either it assumes changes will be few, or staff can quickly make changes.

Moreover, it clearly provides only one shot at the recommendations from the public. It does not provide ample opportunity for the public to review the consolidated group of changes which may

come from many sources. Changes from one group or party may not be acceptable to another party.

In addition, 23 CFR §450.316 requires the Metropolitan Planning Organization (MPO) to describe “explicit procedures” and not vague hand waving.

The commitment is "early" engagement, suggesting that it is before something. How early is "early"? There are no concrete terms to establish a true commitment. It seems there should be a forum for the public to provide input to the process, before staff puts pen to paper.

#### **MCTC'S COMMITMENT TO PUBLIC PARTICIPATION**

##### **Commitment 1: Early Engagement**

MCTC will structure major planning initiatives and funding decisions in a manner that allows the public ample opportunity to help shape those outcomes. MCTC will provide timely information to raise awareness of upcoming projects, key milestones, and opportunities to influence the policy development and decision-making processes. This includes major initiatives such as the Regional Transportation Plan (RTP), Sustainable Communities Strategy (SCS), and the Federal Transportation Improvement Program (FTIP). In each case MCTC will strive to:

#### **RECOMMENDATION**

Please define “ample” in concrete, measurable terms, such as “not less than 45 days” or greater as specified in 23 CFR §450.316. Also, the provisions should be expanded to include all documents and not limited to the RTP, SCS, and FTIP.

Similarly, define "early" and add specific descriptions, activities, or time tables.

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**IV. The Commitment to THE COLLABORATIVE PROCESS SHOULD APPLY** to this draft PPP and the suggestions you receive.

This collaborative process should not be limited to the RTP and FTIP but rather should have wide application.

As to specifics, how and when will the responses in the 2nd highlighted phrase below be provided? Or are comments offered and the provider is left to figure out whether comments were accepted or why not?

##### **Commitment 3: Commitment to a Collaborative Process**

MCTC aims to conduct engagement activities that design and create solutions in partnership and collaboration with communities and agencies affected by policies and decisions. We want to encourage honest, open, and productive dialogue with MCTC stakeholders to provide meaningful opportunities to shape the Madera County region and influence key decisions. MCTC is

committed to responding to all correspondence received and summarizing comments heard from participants on impending actions, so decision-makers and the public have a clear understanding of the depth and breadth of opinions on a given issue. MCTC will also strive to inform participants about how their input and feedback helped shape or contribute to key decisions and actions. When outcomes do not correspond to the views expressed, every effort is made to explain why. To that end MCTC will:

- Document comments received and demonstrate explicit consideration and response to public input received during the development of the RTP and the FTIP.
- Ensure that all formal public comments are provided to the MCTC Policy Board or appropriate committee for consideration prior to decision making.

## RECOMMENDATION

Expand the 1st bullet point to include all major documents or significant changes, for documents such as this PPP.

Be explicit about responding to all correspondence received. Include the obligation to provide feedback. If written feedback is not feasible, either hold a public meeting or at minimum make a phone call.

=====

## V. The TRANSPARENCY COMMITMENT IS TOO NARROW

As written, this commitment applies only to the RTP and FTIP and only if there are substantial changes after the 1st round of inputs. This commitment must apply to all aspects of MCTC operations. As it relates to the PPP, it must apply to the entire array of activities associated with Public Participation and it must apply to this drafting process of the PPP itself.

Also, the language in the last bullet point, “Coordinate with statewide transportation planning public”, doesn’t make sense and we cannot determine what is intended. If the intent truly is to “coordinate” with state agencies in some fashion, how does that relate to “Transparency”? Whatever the point is, the item should be clear, and placed properly in this PPP.

Further, the concept of transparency includes avoiding obscurity and hidden, or difficult to follow information such as overuse of acronyms.

**Commitment 4: Transparent Process**

Should a document previously released for public comment differ or change, raising new concerns or issues, MCTC will ensure that the public has ample time to provide additional review and comments:

- Provide additional opportunities for public comment if the final RTP or FTIP differs significantly from the version that was made available for public comment by the MCTC and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.
- Coordinate with the statewide transportation planning public involvement and consultation processes.

**RECOMMENDATIONS:**

a) Expand the applicability to include all aspects of MCTC operations and the PPP, and also to major documents and especially those seeking input from the public. AND report back to each contributor during this comment period, the response to each point made. AND if the changes resulting from these comments are substantial, provide another opportunity to review the revisions in red-line mark-up format.

b) Reword the last bullet point so it is clear what is intended. Also, if it doesn't fit under the topic of "Transparency", either delete it, or place it in another appropriate topic.

c) Follow the recommendations of the 2017-2018 Grand Jury about avoiding using acronyms and technical jargon. Such practices obscure the content from the general public. Put the cookie on the lower shelf.

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**VI. PERFORMANCE MEASURES**

Highlighted in blue, below, found in Chapter 5 on page 27, is a commitment to set performance measures for PPP effectiveness and report results. Have those measures been set? What are the measures? Can you provide copies of the past reports?

How does the 2017-18 Grand Jury Report finding that communications had been inadequate, figure into these performance measures?

As part of every public outreach and involvement program developed for the regional transportation plan, MCTC will set performance measures for the

effectiveness of the participation program and report on the results. These performance reports will serve to inform and improve future outreach and involvement programs, including future updates to this Public Participation Plan. Additionally, MCTC will periodically evaluate various components of the items identified under Chapter 5 "Public Participation Strategies" which form the core of MCTC's public involvement activities.

## RECOMMENDATION

This PPP document has been around for years and should be old enough that the performance measures should have been set already. With that in mind, we recommend that those measures be stated in this document, at minimum as an example.

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## VII Chapter 6 PUBLIC PARTICIPATION STRATEGIES.

The strategies reasonably include Public Meetings, Visualization Techniques, Polls/Surveys and examples of specifics following each of those headings. However, there should by this time be quantifiable examples: How often? When (dates, or time spans)? How many? etc. As is, the examples are so vague that they become meaningless categories and concepts.

For Publications and Local Media strategies, where and in what publications will newsletters and articles be published?

There are over 60 bullet points in these multiple strategies and it comes across as the result of some brainstorming session. There are so many that it raises the question of how many, or which ones have actually been used over the last 15 years or so?

## RECOMMENDATION

### BE SPECIFIC

Rather than list dozens of options in random order, we recommend you list the top few (3-4) activities (bullet points) under each strategy, with specifics...timelines, dates, publication titles, etc,for each bullet point. Then add the remaining bullet points as a menu of options in lieu of, or in addition to the top 3-4 for each of the multiple strategies.

Again, 23 CFR §450.316 requires specifics.

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Based on these comments and our earlier comments, we also recommend you defer the topic from the September agenda of the approving Committee to allow more time for thoughtful consideration, and the potential changes.

Again, thanks for the opportunity to comment. We trust that these suggestions are helpful. If some point(s) is unclear, we would be happy to explain, and discuss.

Dan Metz on behalf of Sierra Citizens for Sensible Government

MCTC Draft 2023 Public Participation Plan

August 27, 2023

Attention: Dylan Stone      Dylan@maderactc.org

This Public Participation Plan defines an approach for public engagement and participation, along with the processes for communicating with the public about MCTC's programs, plans, projects, and decisions. MCTC's audiences include:

Please describe the direction step by step, in detail for public participation activities conducted by MCTC. What requirements, procedures, strategies, and techniques that should be used to communicate with the public.

This plan should define a process that outlines the roles, responsibilities, and key decision points for consulting and affected public agencies, the transportation sector, transportation providers, and other interested parties like the public.

Please identify your public outreach program that includes all of Madera County. Informing all the public of your task to plan for the future in Madera County using their taxpayer dollars.

This requires service to those with limited English proficiency and develop and implement a system to provide those services so all persons can have meaningful access to services

**Citizens oversight committee** – Responsibilities as outlined by MCTC & MCTA.

The Madera County Transportation Authority (MCTA) will staff the Committee and provide technical and administrative assistance to support and publicize the Committee's activities, with the staff assignment subject to approval of the Committee. Not just a P & L statement.

A. Review, receive, inspect and recommend action on independent financial and performance audits related to MEASURE "T": This includes individual audits for all projects to see if they come within the budget set for them. This has never been done.

B. Receive, review and recommend action on the other periodic reports, studies and plans from responsible agencies. Such reports, studies and plans must be directly related to Measure programs, revenues or expenditures:

C. Review and comment upon Measure T expenditures to ensure that they are consistent with the Investment Plan. This has never been done.

D. Annually review how sales tax receipts are being spent and publicize the results:. This has never been done.

E. Present committee recommendations, findings, and requests to the public and the Authority in a formal annual report: This has never been done.

Public notice of hearings, including the date, time, location and specific purpose is provide at least 30-days in advance of the meeting through publication in one or more identified newspapers of general circulation, including a Spanish language publications and Social Media locations and other identified locations. Written notification is also provided to those persons and organizations that have indicated an interest. The criteria shall include whether there is: Substantial controversy concerning the proposed action, substantial interest in holding the hearing, or a request for a hearing by another agency with jurisdiction over the action.

Respectfully

Bruce Gray, MOC

August 28, 2023

Dylan, these suggestions are submitted by me as a Madera County resident, and not in my capacity as COC member.

Index of Contents:  
Draft omits Chapter 3.

Chapter 3:

For reasons both known and unknown, the COC is misperceived by many EMC residents as weak and ineffective. The Draft PPP should propose to modify and reinforce the COC with the goal to change this misperception. The draft language appears to be status quo, and there are many residents who want that to change.

Respectfully submitted,

Terry Flanagan  
Madera County Resident





**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 5-B

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

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**SUBJECT:**

2023 State Budget and Legislative Update

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

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

1. New Senate President pro Tempore
2. State Budget Update and Opportunities
3. California Transportation Needs Assessment
4. Bills of Interest
5. Caltrans System Investment Strategy (CSIS)

**FISCAL IMPACT:**

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



September 14, 2023

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

**RE: STATE LEGISLATIVE UPDATE – SEPTEMBER**

The first year of the 2023-24 concludes on September 14. Governor Newsom will have until October 14 to sign or veto legislation pending on his desk. Legislators will return on January 3 to commence the second year of session.

**New Senate President pro Tempore**

On August 28, it was announced that Senator Mike McGuire (D-North Coast) will become the 52<sup>nd</sup> California State Senate President pro Tempore. He will succeed Toni Atkins (D-San Diego), who is termed out in 2024 and will be running for Governor in 2026 when Governor Newsom is also termed out. Atkins will join a field expected to include Lieutenant Governor Eleni Kounalakis and Attorney General Rob Bonta.

McGuire, who will be termed out in 2026, has been a strong advocate on transportation issues, including his work on SB 1, the \$5 billion annual transportation package that provides a broad array of investments into passenger rail, highways, and local streets and roads.

**FY 23-24 State Budget Update and Opportunities**

On June 27, Governor Newsom signed SB 101 (Skinner), Chapter 12, Statutes of 2023, which serves as the main vehicle for the FY 2023-24 State Budget. The legislation includes \$223.6 billion in General Fund spending (\$306 billion with special funds) and addresses a deficit of \$31.5 billion by utilizing the \$37.2 billion Rainy Fund. The package, however, assumes the collection of \$42 billion from a combination of capital gains, corporate, and personal income tax by October 15.

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

### California Transportation Commission Needs Assessment

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

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

- September 21, 2023
- October 12, 2023
- November 2, 2023
- November 30, 2023
- December 14, 2023

### Bills of Interest

MCTC identified 27 priority bills to track this year. The following is a summary of those that remain active that SMCTA has taken a position on:

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

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

**ACA 1 (Aguilar-Curry)** would authorize a local government, including a special district, to impose, extend, or increase a sales and use tax or transactions and use tax imposed, or a parcel tax, to fund the construction, rehabilitation, or replacement of public infrastructure, defined to include improvements to transit and streets and highways and projects for the protection of property from the impacts of sea level rise, as well as for affordable housing if the proposition proposing that tax is approved by 55% of its voters. **Status:** Governor's Desk

**ACA 13 (Ward)** requires an initiative constitutional amendment to comply with any increased voter approval threshold that it seeks to impose on future ballot measures. Guarantees in the state constitution the ability of local governments to submit advisory questions to voters. This measure is a response to the California Business Roundtable's initiative to make all tax thresholds to be set at a 2/3 vote margin. **Status:** Governor's Desk.

#### **Caltrans System Investment Strategy (CSIS)**

Per executive orders N-19-19 and N-76-20 issued by Governor Newsom in 2019 and 2020, the California State Transportation Agency (CalSTA) has been attempting to implement the Climate Action Plan for Transportation Infrastructure (CAPTI, 2021). CAPTI supports the California Transportation Plan (CTP) 2050 (2021) goals that work to meet the State's ambitious climate change mandates, targets, and policies. The CTP 2050 is the state's broad vision for the future of California's transportation system, focusing on advancing equity and climate priorities by expanding travel options for all Californians. Additionally, CAPTI aligns with Caltrans 2020-24 Strategic Plan (2021), which signals a fundamental shift for Caltrans to lead climate action as a strategic priority for the first time. Caltrans is in a significant leadership role to carry out meaningful measures that advance the state's goals and priorities by developing and implementing the Caltrans System Investment Strategy (CSIS).

The CSIS implementation is envisioned as an investment framework through a data- and performance-driven approach that guides transportation investments and decisions. This framework includes methodologies and processes for how Caltrans should invest billions of dollars in highly competitive fund programs to address transportation deficiencies while achieving the CAPTI goals of reducing single-occupant vehicles and vehicle miles traveled and encouraging mode shift to transit and active transportation. Caltrans seeks to leverage state and federal non-SHOPP funds to accelerate investments into mass transit, bicycle and pedestrian programs, and zero-emission infrastructure.

This effort may impact the delivery of transportation projects on the statewide system. Further clarification is needed on project eligibility and implications of delivering on MCTC's priorities through the Measure T expenditure plans.

## MCTC Bill Matrix – September 2023

Measure	Status	Bill Summary	Recommended Position
<b>AB 6 (Friedman)</b> <b>Transportation Planning: regional transportation plans: Solutions for Congested Corridors</b>	6/14/23 Senate Transportation  Two-year bill	As amended on March 16, this bill would require the State Air Resources Board (ARB) to establish additional greenhouse gas emission targets for automobiles and light trucks. The bill adds a 60-day timeline before the public participation process for a Metropolitan Planning Organization (MPO) to submit its technical methodology to ARB to determine greenhouse gas emissions reductions. An MPO must submit its sustainable communities strategy to ARB within 120 days of adoption, and ARB would be provided with 180 days, rather than 60, to review a sustainable communities strategy. This bill would require each Solutions for Congested Corridors project nomination to demonstrate how the project would contribute to achieving the state's greenhouse gas emission reduction targets.	<b>Oppose</b>
<b>AB 7 (Friedman)</b> <b>Transportation: project selection processes</b>	9/11/23 Senate Floor  Two-year bill	This bill would require the project selection process for each transportation project that would be funded from specified funding sources, including the State Highway Account, the Road Maintenance and Rehabilitation Account, and the Trade Corridor Enhancement Account, to incorporate specified principles: improving safety and resilience of highway system, accelerating environmental review through the One Federal Decision framework, making streets accessible compliant with the Americans with Disabilities Act, addressing storm runoff, electric vehicle charging stations, and reconnecting disadvantaged communities in the planning, projects election, and design process.	<b>Watch</b>
<b>AB 9 (Murasutchi)</b> <b>California Global Warming Solutions Act of 2006: emissions limit</b>	5/18/23 Assembly Appropriations Failed passage	This bill would require the California Air Resources Board to assess whether the supply of emission allowances and carbon offsets under the Cap-and-Trade Program are consistent with a linear trajectory toward the statewide greenhouse gas emissions reduction goal established in the ARB's most recent scoping plan, rules for banking allowances to use for future compliance, and recommendations made by the Independent Emissions Market Advisory Committee and the ARB's environmental justice advisory committee.	<b>Watch</b>

## MCTC Bill Matrix – September 2023

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

## MCTC Bill Matrix – September 2023

Measure	Status	Bill Summary	Recommended Position
<b>AB 557 (Hart)</b> <b>Open Meetings: local agencies: teleconferences</b>	9/14/23 Governor's Desk	This bill would remove the January 1, 2024, sunset on the Brown Act exemptions for boards to meet virtually during a declared state of emergency declaration provided under AB 361 (Rivas), Chapter 165, Statutes of 2021.	<b>Support</b>
<b>AB 610 (Holden)</b> <b>Youth Transit Pass Pilot Program: free youth transit passes</b>	9/11/23 Senate Floor Two-year bill	Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by Caltrans for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program. Riders under the age of 18 would be authorized to use a system for free.	<b>Watch</b>
<b>AB 744 (Carillo)</b> <b>California Transportation Commission: data, modeling, and analytic software tools procurement</b>	9/14/23 Governor's Desk	Requires the California Transportation Commission (CTC), to convene relevant state agencies to assess the procurement and implementation of data, modeling, and analytic software tools to support various state goals, and requires the CTC to develop, by July 1, 2025, a proposal to procure and a process to provide access to data, modeling, and analytic software tools	<b>Watch</b>
<b>AB 761 (Friedman)</b> <b>Transit Transformation Task Force</b>	9/14/23 Senate Rules Two-year bill	This bill would require the Secretary of the California State Transportation Agency to establish and convene the Transit Transformation Task Force to include representatives from Caltrans, the Controller's office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The task force would be required to develop a process for early engagement to develop policies to grow transit ridership and improve the transit experience for all users of those services.	<b>Watch</b>

## MCTC Bill Matrix – September 2023

Measure	Status	Bill Summary	Recommended Position
<b>AB 817 (Pacheco)</b> <b>Open meetings: teleconferencing: subsidiary body</b>	4/25/23 Assembly Local Government Two-year bill	This bill would authorize a subsidiary body to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter.	<b>Watch</b>
<b>AB 930 (Friedman)</b> <b>Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts</b>	4/27/23 Assembly Appropriations  Failed passage	As amended on April 26, this bill would authorize the legislative bodies of 2 or more local governments, defined to include cities or counties, to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California district (RISE district) in accordance with specified procedures. The bill would require all projects that receive funding from a RISE district to either be located within 1/2 mile of public transit or at least 75% of the site of the development to adjoin parcels that are developed with urban uses. The bill would require the Office of Planning and Research (OPR) to develop standards for the formation of RISE districts. The bill would provide for the establishment of a governing board of a RISE district with representatives of each participating local government.	<b>Watch</b>
<b>AB 1335 (Zbur)</b> <b>Local government: transportation planning and land use: sustainable communities strategy</b>	7/12/23 Senate Appropriations Failed passage	This bill would require each transportation planning agency to follow certain population projection procedures when updating the regional transportation plan. The bill would require the sustainable communities strategy to be based on population projections produced by the Department of Finance and regional population forecasts used in determining applicable city and county regional housing needs. The bill would impose similar reconciliation procedures when there are differences in the population forecast provided by the council of governments and the Department of Finance.	<b>Oppose</b>



## MCTC Bill Matrix – September 2023

Measure	Status	Bill Summary	Recommended Position
<b>AB 1379 (Papan)</b> <b>Open meetings: local agencies teleconferencing</b>	4/24/23 Assembly Local Government Two-year bill	This bill, with respect to Brown Act provisions on teleconferencing, would require a legislative body electing to use teleconferencing to post agendas at a singular designated physical meeting location rather than at all teleconference locations. The bill would remove the requirements for the legislative body of the local agency to identify each teleconference location in the notice and agenda, that each teleconference location be accessible to the public, and that at least a quorum of the members participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The bill would instead provide that, for purposes of establishing a quorum of the legislative body, members of the body may participate remotely, at the designated physical location, or at both the designated physical meeting location and remotely. The bill would require the legislative body to have at least 2 meetings per year in which the legislative body's members are in person at a singular designated physical meeting location.	<b>Watch</b>
<b>AB 1525 (Bonta)</b> <b>Transportation Agency: allocations for projects in priority populations</b>	4/25/23 Assembly Appropriations Failed passage	As amended on April 19, the bill requires CalSTA to ensure that at least 60% of the moneys allocated for transportation projects are allocated for projects located in priority populations, address an important need of priority populations, as to be defined later by Caltrans and CTC, and provide at least 5 direct, meaningful, and assured benefits, or additional co-benefits, to priority populations. Project is defined as road repairs, installing bike lanes, and developing dedicated bus lanes and bus stations.	<b>Oppose</b>
<b>ABx1 2 (Fong)</b> <b>Motor Vehicle Fuel Tax Law: suspension of tax</b>	12/6/22 Assembly Pending Referral	This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer be passed on to the end consumer and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise been applied to the transaction. This bill is identical to AB 53.	<b>Oppose</b>

## MCTC Bill Matrix – September 2023

Measure	Status	Bill Summary	Recommended Position
<b>ACA 1 (AguarOCurry)</b> <b>Local government financing: affordable housing and public infrastructure: voter approval</b>	9/14/23  Governor's Desk	This constitutional amendment, subject to voter approval, allows a city, county, or special district, with 55% voter approval, to incur bonded indebtedness or impose specified special taxes to fund projects for affordable housing, permanent supportive housing, or public infrastructure, as specified.	<b>Watch</b>
<b>ACA 1 (Ward)</b> <b>Vote Thresholds</b>	9/14/23  Governor's Desk	This constitutional amendment, subject to voter approval, requires an initiative constitutional amendment to comply with any increased voter approval threshold that it seeks to impose on future ballot measures. Guarantees in the state constitution the ability of local governments to submit advisory questions to voters.	<b>Watch</b>
<b>SB 32 (Jones)</b> <b>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension</b>	4/19/23  Senate Environmental Quality  Failed passage	This bill would suspend the Low Carbon Fuel Standard regulations, adopted by the California Air Resources Board to reduce greenhouse gas emissions, for one year. The bill would exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. This bill, like AB 53 and ABx1 2, and identical to SBx1 1, would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill would require that all savings realized based on the suspension of the motor vehicle fuels tax, the suspension of the Low Carbon Fuel Standard regulations, and the exemption of suppliers of transportation fuels from regulations for use of market-based compliance mechanisms by a person other than an end consumer be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws.	<b>Oppose</b>

## MCTC Bill Matrix – September 2023

Measure	Status	Bill Summary	Recommended Position
<b>SB 411 (Portantino)</b> <b>Open meetings:</b> <b>teleconferences:</b> <b>bodies with appointed membership</b>	9/11/23 Governor's Desk	This bill would allow local boards with appointed members subject to the Brown Act with a population of over 3 million to meet remotely.	<b>Watch</b>
<b>SB 537 (Becker)</b> <b>Open meetings:</b> <b>local agencies:</b> <b>teleconferences</b>	9/14/23 Senate Floor  Two-year bill	As amended on April 24, this bill would authorize multi-jurisdictional, cross-county legislative bodies to use alternate teleconferencing provisions if the authorizing agency has adopted a resolution. The bill would require a legislative body to provide a record of attendance on its internet website within 7 days after a teleconference meeting. The bill would define "multijurisdictional" to mean a legislative body that includes representatives from more than one county, city, city and county, special district, or a joint powers entity. The bill would require at least a quorum of members of the legislative body to participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The bill would require the legislative body to identify in the agenda each member who plans to participate remotely and to include the address of the publicly accessible building from each member will participate via teleconference. The bill would prohibit a member from participating remotely pursuant to these provisions unless the remote location is the member's office or another location in a publicly accessible building and is more than 40 miles from the location of the in-person meeting. The bill would repeal these alternative teleconferencing provisions on January 1, 2028.	<b>Support</b>

## MCTC Bill Matrix – September 2023

Measure	Status	Bill Summary	Recommended Position
<b>SB 617 (Newman)</b> <b>Public contracts: progressive design-build: local and regional agencies</b>	9/7/23 Governor's Desk	As amended on March 30, this bill authorizes a transit district, municipal operator, consolidated agency, joint powers authority, regional transportation agency, or local or regional agency, to use the progressive design-build process. The bill would specify that the authority to use the progressive design-build process does not include inspection services for projects on, or interfacing with, the state highway system. Progressive design-build procurement is defined as a project delivery process in which both the design and construction of a project are procured from a single entity that is selected through a qualifications-based selection at the earliest feasible stage of the project.	<b>Support</b>
<b>SB 670 (Allen)</b> <b>Vehicles miles traveled: maps</b>	5/18/23 Senate Appropriations Failed Passage	As amended on April 27, this bill would require the California Air Resources Board, in consultation with the Office of Planning and Research and Caltrans, to develop a methodology for assessing and spatially representing light-duty vehicle miles traveled and to develop maps accordingly to display average light-duty vehicle miles traveled per capita in the state at the local, regional, and statewide level.	<b>Watch</b>
<b>SB 695 (Gonzalez)</b> <b>Department of Transportation: state highway system: public data portal</b>	9/14/23 Governor's Desk	This bill would require Caltrans to annually prepare and make available information and data about activities on the state highway system on a public data portal from the prior fiscal year. The bill would require Caltrans to prepare and make available data and information on a public data portal on planned, pending projects on the state highway system.	<b>Watch</b>
<b>SB 746 (Eggman)</b> <b>Energy conservation contracts: alternate energy equipment: hydrogen</b>	9/14/23 Governor's Desk	This bill authorizes the Tri-Valley San Joaquin Valley Regional Rail Authority to enter into contracts related to green electrolytic hydrogen.	<b>Support</b> <b>Watch</b>

## MCTC Bill Matrix – September 2023

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



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 5-C

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

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**SUBJECT:**

2023 Valley Voice – Washington D.C. Recap

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The annual San Joaquin Valley Regional Planning Agencies Valley Voice Trip, Washington D.C. was held from September 11-15, 2023. Supervisor Poythress, Councilmember Rodriguez, and Director Taylor will provide a verbal report. Included in your package is a copy of the 2023 San Joaquin Valley Regional Policy Council Valley Voice, Washington D.C. Brochure, and Itinerary.

The highlights this year were as follows:

- Discretionary Spending
- Highway Infrastructure
- State Route 99 Priority Projects
- Air Quality
- Passenger Rail Infrastructure
- Buy America Waivers
- Water Infrastructure

**FISCAL IMPACT:**

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

SAN JOAQUIN VALLEY



# VALLEY VOICE DC FEDERAL PLATFORM

2023



# 2023 VALLEY VOICE DC DELEGATION

## Madera County Representatives

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## Merced County Representatives

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# 2023 VALLEY VOICE DC DELEGATION



## Kings County Representatives

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## Kern County Representatives

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## San Joaquin Valley Air Pollution Control District

### **Samir Sheikh, Executive Director**

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### **Tom Jordan, Senior Policy Advisor**

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## San Joaquin Joint Powers Authority

### **Michael Hanebutt, Senior Planner**

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## DISCRETIONARY SPENDING

The Valley Voice delegation understands that the Administration and lawmakers reached an agreement to lift the debt ceiling and take steps to reduce the national debt with the enactment of the Fiscal Responsibility Act of 2023 (P.L. 118-5) earlier this year. We are concerned that the law effectively freezes topline Fiscal Year (FY) 2024 nondefense discretionary spending at FY 2023 levels, and some lawmakers are pursuing further reductions beyond those levels. As appropriators continue work on FY 2024 spending bills, we urge Congress to avoid cuts to key discretionary transportation programs authorized by the Infrastructure Investment and Jobs Act (P.L. 117-58) and the Inflation Reduction Act (P.L. 117-169).

Maintaining those investments in the FY 2024 Transportation, and Housing and Urban Development, and Related Agencies (T-HUD) spending bill will help the Regional Planning Agencies in their work to enhance mobility, safety, goods movement, transit, and air quality in the Central Valley. Programmatic reductions would counter our ability to fully realize the potential of the federal investments in our regional infrastructure that were to be provided by the historic laws.

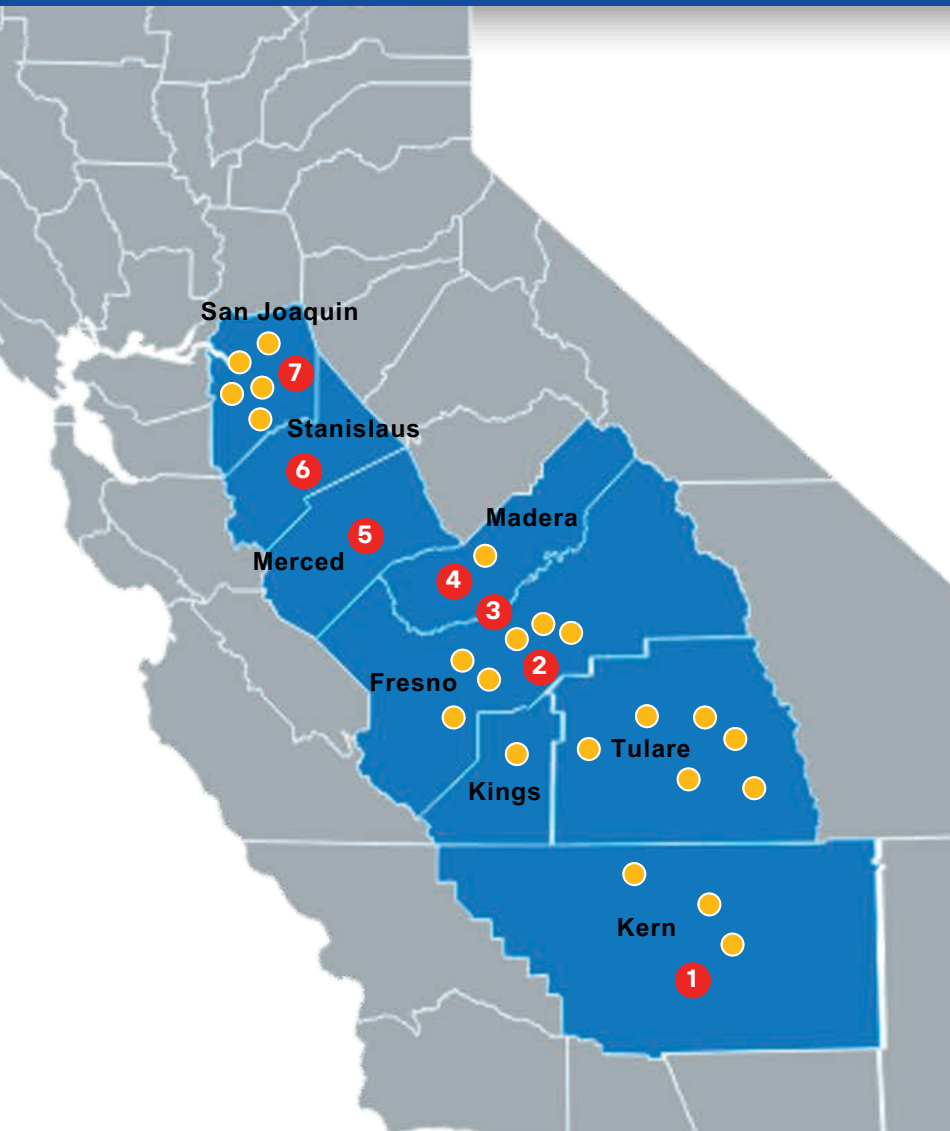
Furthermore, we urge lawmakers to reach agreement on all twelve annual spending bills to avoid sequestration. We ask the Senate and House to maintain all Community Project Funding and Congressional Directed Spending requests submitted by Members of Congress to the Appropriations Committees and included in spending bills. We ask Members of our Congressional delegation to work to ensure local projects sponsored by the Policy Council and its member agencies are ultimately funded.

**[See a map of San Joaquin Valley surface transportation infrastructure priority projects on the next page.](#)**



# San Joaquin Valley, California

## *Surface Transportation Infrastructure Projects*



### COMMUNITY PROJECT FUNDING & CONGRESSIONALLY DIRECTED FUNDING REQUESTS

1. SJ COG, SR 99/120 Connector
2. Port of Stockton, Emission Reduction Initiatives
3. Manteca, Veterans Center
4. Lodi, Mainstreet Housing
5. Stockton, Van Buskirk Park
6. Madera County, Parksedale Road Rehabilitation
7. Fresno, Air Terminal Expansion
8. Fowler, Downtown Streetscape
9. Sanger, Fire Station Remodel
10. Fresno County, Tranquility Complete Streets
11. Fresno County, Cantua Creek Sidewalk Improvements
12. Mendota, Pavement Management
13. Tulare County, Ave 56 Farm to Market
14. Tulare, International Agri-Center
15. Porterville, Porterville St. Realignment
16. Farmersville, Streetlight Additions
17. Habitat for Humanity, Disabled Veterans at Sante Fe Roundabout
18. Woodlake, Mulberry St. Roundabout
19. Hanford, E. Lacy Improvements
20. Bakersfield, MLK Blvd. Complete Streets
21. Delano, Well 42
22. Golden Empire Transit, Bakersfield Portable Fueling Container

### PENDING FEDERAL GRANT APPLICATIONS

1. Kern COG, SR 58/99 Connector
2. Fresno COG, SR 99/South Fresno Interchange
3. SJJPA, Rail Capacity and Enhancement Project
4. SJJPA, Madera HSR Station
5. Merced HSR Station
6. SJRRC, Ceres to Turlock Double Tracking
7. SJRRC, Rail Academy of Central California
8. SJJPA, SJV Rail Corridor Vision Program (valleywide)

# HIGHWAY INFRASTRUCTURE & SR 99 PRIORITY PROJECTS

Our Valley generates major economic activity within California with our dominant industries, including agriculture and food production. In recent years, a burgeoning logistics sector has emerged. We expect that freight will exceed 500 million tons annually by 2040. Safe, efficient, and reliable goods movement corridors are vital to the economic health of the San Joaquin Valley, the State of California, and the United States. Our RPAs work in close consultation with FHWA, Caltrans, and other stakeholders to prioritize investments in State Route (SR) 99, the economic backbone of the Valley that facilitates the movement of goods and people.

The Valley Voice delegation requests federal support to strengthen the SR 99 corridor throughout the Central Valley, particularly the key segments and connections that have been identified as priorities for the Policy Council in the year ahead. We ask our Congressional delegation to support federal grant applications and earmark requests submitted to maintain a state of good repair and improve goods movement. Those projects include:

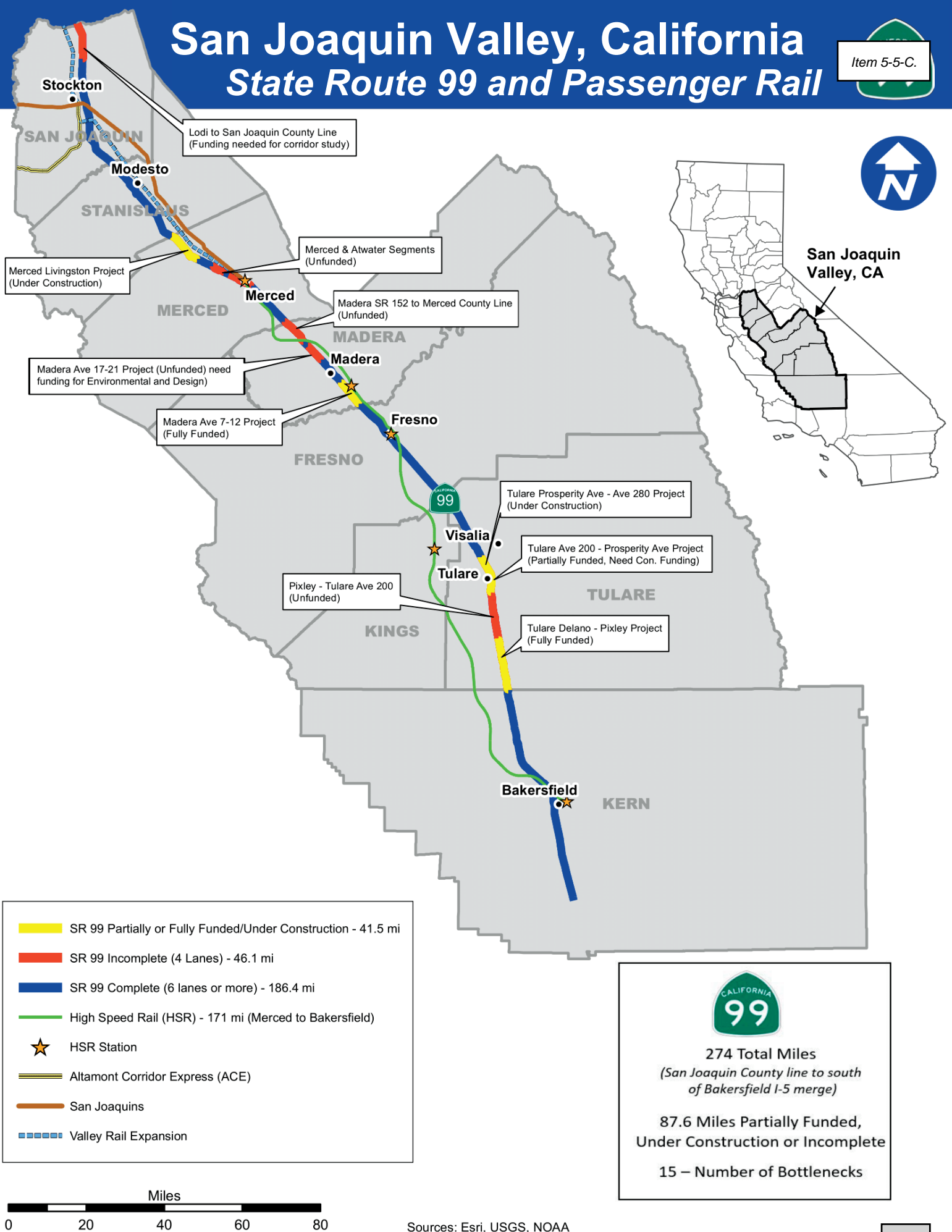
- The **State Route 99/120 Connector Project Phase 1B** sponsored by the San Joaquin Council of Governments (SJCOG). This project will improve the connector from northbound State Route (SR) 99 to northbound SR 120 by widening the connector to two lanes and adding merge/weave lanes on westbound SR 120 between SR 99 and the Main Street Interchange. Congressman Josh Harder (CA-9) submitted a Community Project Funding (CPF) request that was included in the House FY 2024 T-HUD spending bill. We urge Members of Congress to maintain this request in the FY 2024 T-HUD spending bill.
- The **Centennial Corridor Southbound State Route 99 to Westbound State Route 58 Connector Project** sponsored by the Kern Council of Governments (Kern COG). This project completes the interchange by adding a freeway-to-freeway ramp allowing over-the-road freight to transition from southbound SR 99 to westbound SR 58, connecting them to western Kern County and Interstate 5. Kern COG is seeking \$25 million in INFRA funding to support this project. The project leverages \$9 million in funding from the State of California. We strongly urge DOT to support this project.
- The **SR-99/South Fresno Corridor Interchanges Project** sponsored by the Fresno Council of Governments (Fresno COG). The project will replace a non-standard, split interchange at North/Cedar Avenues and a non-standard, half-interchange at American Avenue. The Fresno County Transportation Authority (FCTA), Fresno COG, and Caltrans have partnered on this critical project and have filed a Multimodal Project Discretionary Grant (MPDG) application for \$25 million. We strongly urge DOT to support this project.

**See a map of other SR-99 priority projects included on the following pages.**

# San Joaquin Valley, California

## State Route 99 and Passenger Rail

Item 5-5-C.

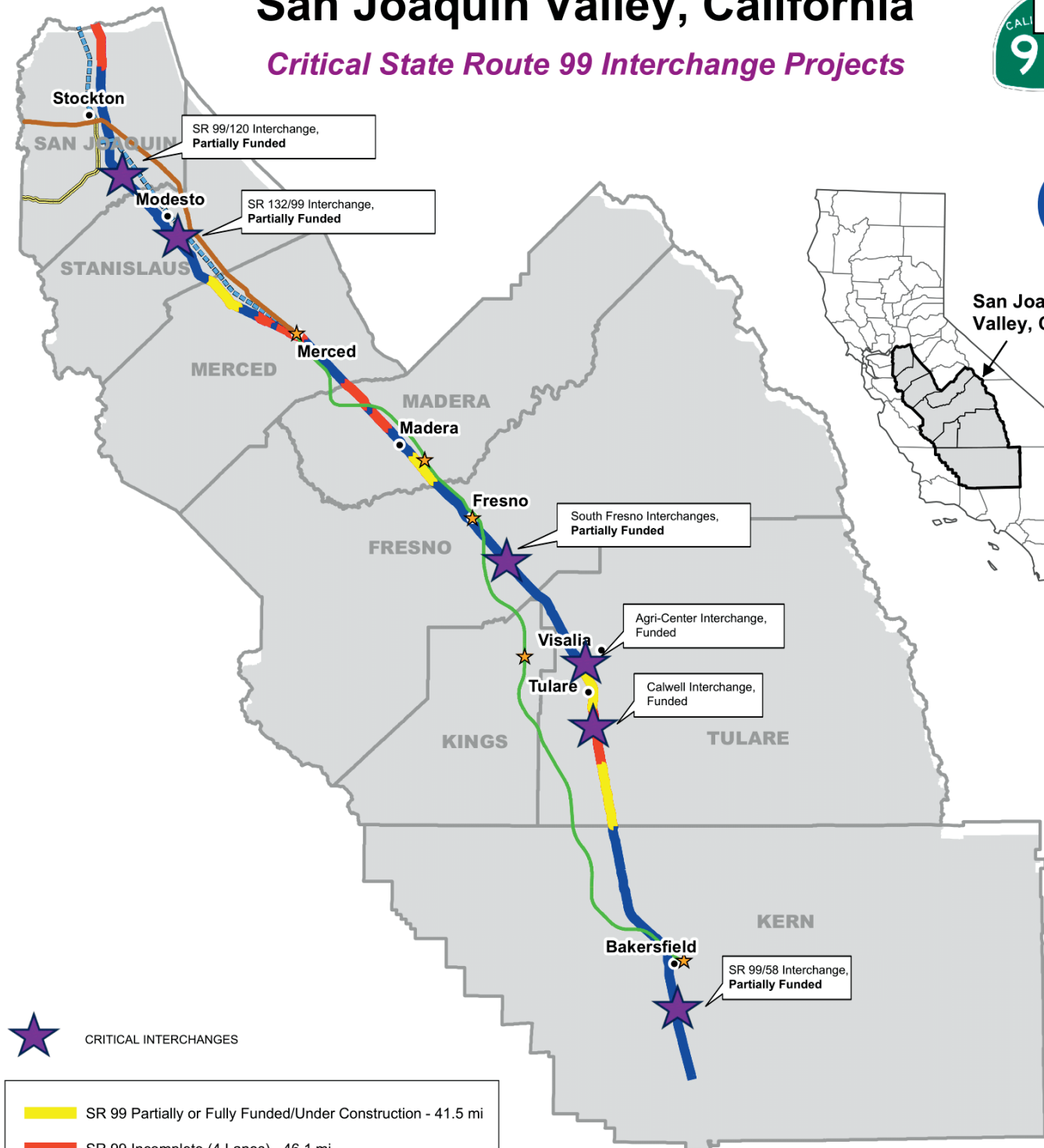


# San Joaquin Valley, California

## Critical State Route 99 Interchange Projects



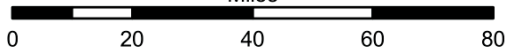
San Joaquin Valley, CA



CRITICAL INTERCHANGES

- SR 99 Partially or Fully Funded/Under Construction - 41.5 mi
- SR 99 Incomplete (4 Lanes) - 46.1 mi
- SR 99 Complete (6 lanes or more) - 186.4 mi
- High Speed Rail (HSR) - 171 mi (Merced to Bakersfield)
- HSR Station
- Altamont Corridor Express (ACE)
- San Joaquin
- Valley Rail Expansion

Miles



Sources: Esri, USGS, NOAA





## AIR QUALITY

The U.S. Environmental Protection Agency (EPA) disapproval of the 2018 PM<sub>2.5</sub> Plan contingency measures remains an ongoing concern. Working toward a resolution that avoids sanctions is a top priority for the San Joaquin Valley Air Pollution Control District and the eight Regional Planning Agencies. Proposed contingency measures submitted by SJVAPCD conform with draft guidance issued by EPA on March 17, 2023, and those would result in significant emission reductions to fully satisfy fair-share reductions from sources under the jurisdiction of the District. While we await the EPA review of those measures as well as the release of a federal implementation plan (FIP) for contingency measures anticipated in the summer months of 2023 that could impact next steps, we understand that the implementation of federal funding sanctions could occur as early as December 2023 if a resolution is not attained working with the federal agency.

We urge EPA to work with our partners at SJVAPCD toward a resolution on the 2018 PM<sub>2.5</sub> Plan contingency measures and approval of the plan to avoid sanctions. Sanctions will adversely impact the ability of the RPAs to ensure the timely and effective delivery of transportation and infrastructure projects that receive federal resources authorized by the Infrastructure Investment and Jobs Act (P.L. 117-58). This would counter the goals of the Biden Administration to advance transportation projects and initiatives that will improve air quality in alignment with the objectives of the Clean Air Act, while enhancing other mobility, safety, resiliency, and equity outcomes for our constituents in the San Joaquin Valley. We ask for the cooperation of EPA and federal partners in coordinating together on these air quality planning efforts to approve the 2018 PM<sub>2.5</sub> Plan contingency measures and avoid potential impacts to project delivery. **The Valley Regional Planning Agencies have identified \$4.5 billion of projects “at risk” from the possible EPA sanctions.**

## FEDERAL FUNDING

The challenges faced by the San Joaquin Valley with respect to air quality are amongst the most challenging in the nation. The Valley's topography, climate, geography, and the presence of two major transportation corridors connecting Northern and Southern California contribute to the region's challenges. Sources that can only be regulated by the United States Environmental Protection Agency (EPA) are now the largest categories of emissions in the San Joaquin Valley. Those sources include trucks, trains, planes, and off-road equipment. These challenges will be exacerbated by changing climate conditions including ongoing drought and increases in fallowed agricultural land.

A number of Valley communities qualify as environmental justice areas highly impacted by environmental and socioeconomic challenges. In alignment with the Biden-Harris Administration's EJ40 Initiative, we urge EPA and other federal agencies to continue to prioritize federal resources, including, but not limited to funds authorized by the Bipartisan Infrastructure Law (BIL) and Inflation Reduction Act (IRA), to reduce emissions in regions that face the most significant air quality challenges in the country. In particular, resources should be prioritized to regions like the San Joaquin Valley that are most significantly impacted by emissions sources that are under federal authority to control.

The Air District recommends a focus in areas including, but not limited to, heavy-duty zero-emission vehicle charging and fueling infrastructure/corridor funding in regions, such as the Valley where there is significant confluence of transportation modes ranging from drayage to long-haul trucking to freight rail allow for wide variety of fleets to access and share infrastructure needs. Particular focus should be placed on goods movement corridors in the Valley, including State Route 99 and Interstate 5. A key element in the infrastructure development should be significantly bolstered grid capacity to support transportation electrification goals of California.

Additionally, federal resources should be prioritized to address emissions across key industries and sectors through the Valley, particularly agriculture and freight and logistics to facilitate goods movement. Those investments could include developing and supporting innovative sustainable agricultural practices, accelerating the adoption of cleaner agricultural equipment, including tractors, harvesting equipment, agricultural utility terrain vehicles, and converting diesel irrigation pump engines to electric motors. We seek investments toward modernizing and cleaning up existing port and cargo handling equipment with zero and near-zero emission equipment and addressing emissions from freight and goods movement equipment in use throughout the Valley.





## PASSENGER RAIL INFRASTRUCTURE

The Valley Voice delegation supports new federal investments that will enhance passenger rail service in the Central Valley. We encourage lawmakers and the Administration to support the following projects of local and regional significance:

- 1) The **Ceres to Turlock Double-Tracking Project** will construct a new, second mainline track along an approximately 10-mile portion of the Union Pacific Railroad (UP) and provides the opportunity for future extension of the Altamont Corridor Express (ACE) passenger rail service southward to the city of Turlock. The San Joaquin Regional Rail Commission (SJRRC) submitted an application on August 21, 2023 for a 2023-2024 MPDG (INFRA) grant for the improvements needed, with the State of California providing matching funds.
- 2) The **San Joaquin Valley Rail Corridor Vision Program** sponsored by SJRRC. This project will lay the groundwork for the expansion of San Joaquin Intercity Passenger Rail service frequencies and service territory to provide connections to initial service on the California High Speed Rail (HSR) operating segment. SJRRC applied for federal funding for the project through the FY 2022 Corridor Identification and Development (Corridor ID) Program.
- 3) The **North Central Valley Rail Capacity Enhancement Project** sponsored by SJRRC. This project proposes an ambitious suite of corridor-based capacity improvements that will enable the expansion of state-supported intercity passenger rail service and enhanced freight rail velocity and efficiency that is critical to the corridor's agricultural sector. SJRRC applied for federal funding for the project through the FY 2022 and 2023 Federal State Partnership for Intercity Passenger Rail (FSP) Program.
- 4) The **Rail Academy of Central California (TRACC)** sponsored by SJRRC. This project is a strategic partnership between educational and business entities to train and place students into quality transportation-related jobs in the railroad and transit sectors. SJRRC applied for federal funding for the project through the FY 2022 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program.
- 5) The **Madera High Speed Rail Station Project** sponsored by the San Joaquin Joint Powers Authority (SJJPA). This project will construct a new station in Madera County for California's Interim High-Speed Rail (HSR) Service between Merced and Bakersfield. Located along Avenue 12 and the relocated Amtrak San Joaquin station, planning and future development are anticipated adjacent to the project location and near the Madera Community College. In partnership with SJJPA, Caltrans resubmitted a joint application on August 21, 2023 for a 2023-2024 MPDG (MEGA) grant for the Madera HSR Station Project, with the State providing matching funds.



## BUY AMERICA

Item 5-5-C.

The San Joaquin Valley recommends that the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are consistent in the implementation of agency waivers to the Build America, Buy America Act. We appreciate recent actions taken by the Administration to avoid or reduce delays in project delivery, including the Department of Transportation (DOT) announcement of a public interest Waiver of Buy America Requirements for De Minimis Costs and Small Grants for awards obligated after August 16, 2023. We encourage FHWA and FTA to expedite the review of any pending waiver requests from our member agencies and to publish those determinations as soon as possible to ensure that key infrastructure investments are delivered on schedule.



## WATER INFRASTRUCTURE

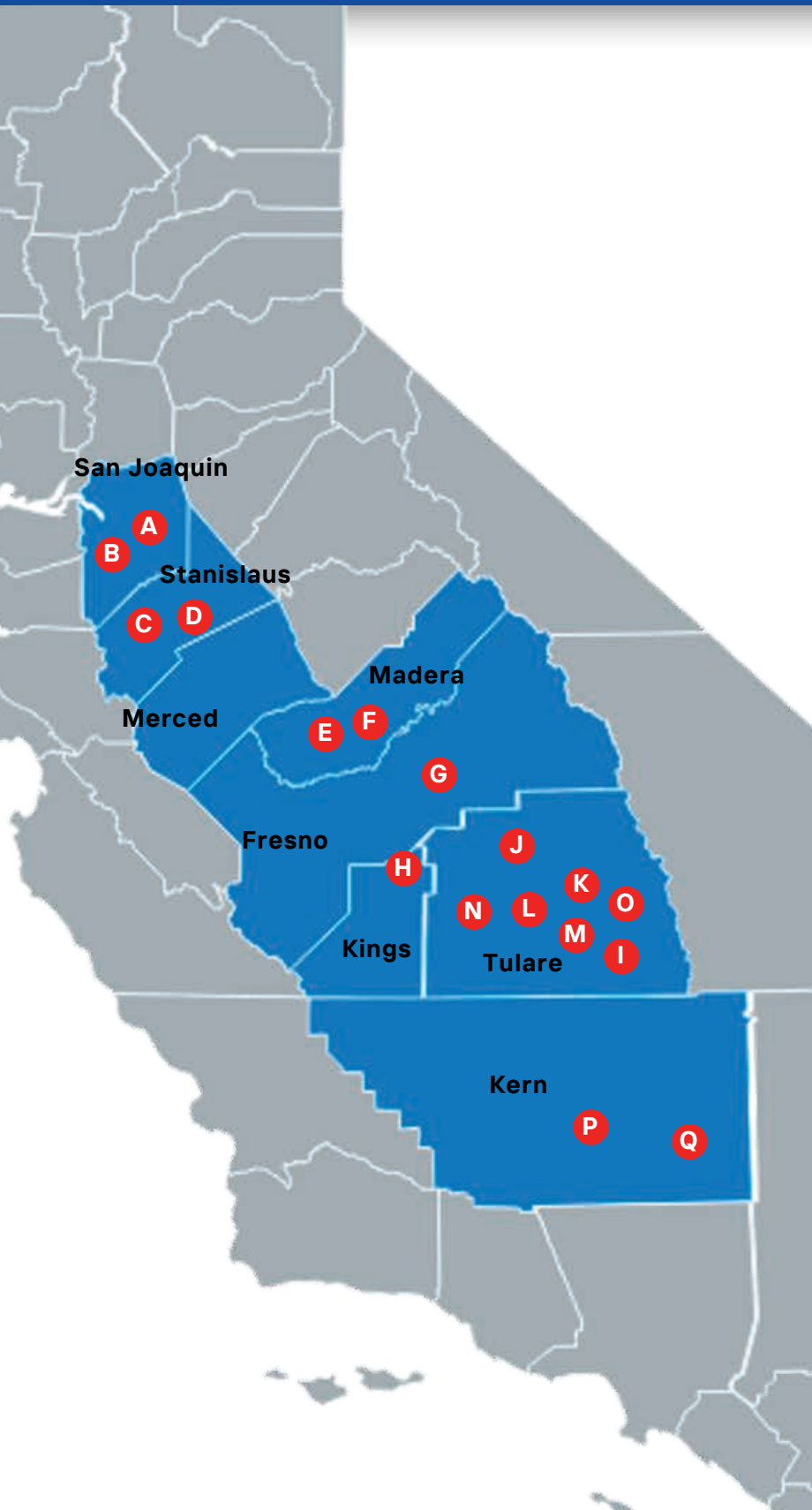
Local governments within the Central Valley are considering various federal funding streams for projects to enhance the safety, reliable, and consistency of our regional water supply. We ask Members of our Congressional delegation to support any forthcoming grant applications or earmark requests that will improve our supply. Those local investments include the Community Project Funding (CPF) request for the **Stockton Diamond Sewer Upsizing Project** sponsored by the City of Stockton and submitted by Congressman Josh Harder (CA-9) to the House Appropriations Committee for inclusion in the Fiscal Year (FY) 2024 Interior, Environment, and Related Agencies spending bill. We urge lawmakers to reach agreement on FY 2024 appropriations bills to ensure water infrastructure projects like these are ultimately funded.

**[See a map of San Joaquin Valley water infrastructure projects on the next page.](#)**



# San Joaquin Valley, California

## *Water Infrastructure Projects*



### COMMUNITY PROJECT FUNDING & CONGRESSIONALLY DIRECTED FUNDING REQUESTS

- A. Stockton, Diamond Sewer Upsizing Project
- B. San Joaquin County, Lincoln Village Improvements
- C. Turlock, Sewer Extension
- D. Turlock, Stormwater Infrastructure
- E. Madera, Storm Drain Replacement
- F. Madera, Sewer Trunk Main
- G. Fresno Irrigation District, Upper Kings Groundwater Resiliency
- H. Consolidated Irrigation, Upper Kings Resiliency
- I. Lindsay, Water Pipeline Replacement
- J. Tulare County, Traver Sewer Project
- K. Dinuba, Sewer Improvements
- L. Visalia, Groundwater Basin Project
- M. Lindsay, Self Sustainable and Clean Drinking Water
- N. Tulare Irrigation District, Seaborn Reservoir Project
- O. Alta Irrigation District, Alta Upper Kings Water Resiliency
- P. Arvin-Edison Water Storage District, Water Pipeline Project
- Q. California City, Water Infrastructure Replacement



## 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 San Joaquin Joint Powers Authority.

Valley Voice is the Policy Council's advocacy program that communicates the region's priorities to policy makers and agency staff in Sacramento and Washington, DC. Each year, 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.

***The San Joaquin Valley Regional Policy Council is led by Chair Robert Poythress, Supervisor of District 3, Madera County.***

## CONTACT

### San Joaquin Valley Regional Planning Agencies Policy Council

**C/O Tulare County Association of Governments**

210 N Church Street, Suite B

Visalia, CA 93291

Phone (559) 266-6222

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





## Simon & Company

Intergovernmental Affairs  
1155 15th Street NW, Suite 405  
Washington, D.C. 20005

**San Joaquin Valley**  
**Regional Planning Agencies**  
**Policy Council**

**2023 Valley Voice**  
**FINAL AGENDA**  
**September 12-13, 2023**

Meeting times and participants are subject to change due to legislative business. Please bring your government-issued REAL ID to comply with any security measures of federal agencies.

**Tuesday, September 12, 2023**

*Unless otherwise noted, Congressional meetings will take place on Tuesday in **Room H-137** (House Ways and Means Committee) inside the U.S. Capitol Building located at First Street SE, Washington, DC, 20515. The public entrance to the U.S. Capitol is through the U.S. Capitol Visitor Center. Please enter through the Main Entrance on First Street SE, proceed through security, and head towards the House side to register for a badge at the House Appointments Desk.*

- 8:00 a.m.      Breakfast Briefing at Hyatt Regency  
Yellowstone/Everglades Room, Second Floor  
400 New Jersey Avenue NW  
Washington, DC 20001
- 9:00 a.m.      Travel to U.S. Department of Transportation  
1200 New Jersey Avenue SE
- 9:30 a.m.      Security Check at the U.S. Department of Transportation
- 10:00 a.m.      U.S. Department of Transportation  
Office of Government Affairs  
Toiyriah Turner, Government Affairs Specialist  
Trish Fritts, Senior Government Affairs Specialist  
Federal Highway Administration  
Zan Guendert, Congressional Affairs Specialist  
West Building  
1200 New Jersey Avenue SE  
Washington, DC 20590  
Contact: Toiyriah Turner, 202-763-6802
- 11:00 a.m.      FRA Meeting Attendees (12) Proceed to Third Floor  
Remainder of Group Travel to Capitol Visitors Center



11:15 a.m. U.S. Department of Transportation  
Federal Railroad Administration (12 max)  
 Sabrina McNeal, Government Affairs Special  
 Michael Johnsen, Senior Advisor for Climate and Sustainability  
 Juliana Barnes, Division Chief, Office of Regional Outreach & Project Delivery  
 Contact: Sabrina McNeal, 202-503-6335

11:45 a.m. Travel to Capitol Hill

12:00 p.m. Proceed through Security at Capitol Visitors Center to H-137

12:15 p.m. Office of Senator Alex Padilla (D – CA)  
 Sam Mahood, Policy Advisor  
 Sarah Swig, Policy Advisor  
 Angela Ebner, Policy Advisor  
 Contact: Aidan Camas, Scheduler, 202-224-3553

12:45 p.m. Travel to the U.S. Department of Interior  
 1849 C Street NW

1:15 p.m. Security Check at U.S. Department of Interior

1:30 p.m. U.S. Department of Interior  
Bureau of Reclamation  
 Commissioner Camille Touton  
 Deputy Commissioner David Palumbo  
 Director of Program and Budget Bob Wolf  
 Assistant Deputy Commissioner for Operations Mathew Maucieri  
 Management Analyst Travis Yonts  
 CGB Liaison Ankur Bhattacharya  
 Main Interior Building  
 1849 C Street NW  
 South Penthouse  
 Washington, DC 20240  
 Contact: Liaison Ankur Bhattacharya, 916-202-5915  
 Natasha Smith, Executive Assistant, 505-274-0737 or 202-513-0543

2:00 p.m. Travel to Hart Senate Office Building  
 120 Constitution Ave NE, Washington, DC 20002

2:30 p.m. Security Check at Hart Senate Office Building

3:00 p.m. Office of Senator Dianne Feinstein (D – CA) (15 max)  
 Zane Tolchinsky, Legislative Correspondent  
 John Watts, Senior Counselor  
 Diana Siegel, Legislative Assistant  
 331 Hart Senate Office Building  
 Washington, DC 20510  
 Contact: Zane Tolchinsky, 202-224-3841



- 3:15 p.m. Travel to Capitol Visitors Center and Proceed through Security to H-137
- 3:30 p.m. Congressman David Valadao (R – CA-22)  
Contact: Paola Arellano, Scheduler, 202-225-4695
- 4:00 p.m. Conclude Meetings
- 6:30 p.m. Group Dinner at Fogo de Chão  
1101 Pennsylvania Avenue NW

### **Wednesday, September 13, 2023**

*Unless otherwise noted, Congressional meetings will take place on Wednesday in **Room HVC-200** in the U.S. Capitol Visitor Center located at First Street SE, Washington, DC, 20515. The public entrance to the U.S. Capitol is through the U.S. Capitol Visitor Center. Please enter through the Main Entrance on First Street SE, proceed through security, and head towards the House side to register for a badge at the House Appointments Desk.*

- 8:15 a.m. Meet in Hotel Lobby for Travel to Capitol Hill
- 8:30 a.m. Travel to Capitol Visitor Center
- 8:45 a.m. Security Check at Capitol Visitor Center and Proceed to HVC-200
- 9:00 a.m. Daily Morning Briefing in HVC-200
- 9:30 a.m. Office of Congressman Tom McClintock (R – CA-05)  
Chris Tudor, Chief of Staff  
Contact: Thomas Young, Scheduler, 202-225-2511
- 10:00 a.m. Congressman Jim Costa (D – CA-21)  
Contact: Wade Roberge, Scheduler, 202-225-3341
- 10:30 a.m. Congressman Jay Obernolte (R – CA-23)  
Contact: Kalyn Schroeder, Scheduler, 202-225-5861
- 11:15 a.m. Congressman John Duarte (R – CA-13)  
Contact: Stephen Smith, Director of Scheduling, (202) 225-1947
- 12:00 p.m. Lunch at the Capitol Café  
U.S. Capitol Visitor Center, Lower Level
- 12:30 p.m. Return to HVC-200
- 12:45 p.m. Congressman Josh Harder (D – CA-09)  
Contact: Ryan Feldman, Operations Director & Senior Advisor, 202-225-4540
- 1:00 p.m. Travel to White House Eisenhower Executive Office Building  
1650 17<sup>th</sup> Street NW



1:30 p.m. Security Check at 17<sup>th</sup> Street and State Place NW

2:00 p.m. The White House  
Office of Intergovernmental Affairs  
 Luke McGowan, Senior Advisor  
 1650 17<sup>th</sup> Street NW  
 Washington, DC 20500  
 Contact: Office of Intergovernmental Affairs

2:30 p.m. Travel to U.S. Environmental Protection Agency  
 1200 Pennsylvania Avenue NW

2:45 p.m. Security Check at U.S. Environmental Protection Agency

3:00 p.m. U.S. Environmental Protection Agency (10 max)  
Office of Air and Radiation  
Office of Water  
Office of Congressional and Intergovernmental Relations  
 1200 Pennsylvania Avenue NW  
 Washington, DC 20004  
 Contact: Arnita Hannon Christmon, IGA Liaison, 202-564-3704

4:00 p.m. Travel to Capitol Visitors Center and Proceed through Security to HVC-200

4:30 p.m. Office of House Speaker Kevin McCarthy (R – CA-20)  
 Kyle Lombardi, Deputy Chief of Staff  
 Contact: Kyle Lombardi, 202-225-2915

5:30 p.m. Adjourn

#### Contact

Jen Covino, President  
 617-869-0193

[Jennifer.Covino@simoncompany.com](mailto:Jennifer.Covino@simoncompany.com)

David Gellman, Advisor  
 305-582-4744

[David.Gellman@simoncompany.com](mailto:David.Gellman@simoncompany.com)

Aly Hernandez, Associate  
 816-777-7184

[Aly.Hernandez@simoncompany.com](mailto:Aly.Hernandez@simoncompany.com)





**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 5-D

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

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**SUBJECT:**

Madera County Zero-Emission Vehicle Readiness and Implementation Plan

**Enclosure:** No

**Action:** Approve

**SUMMARY:**

**Background**

An increasing number of national and state level policies have focused on measures to reduce greenhouse gas (GHG) emissions from the transportation sector. Strategies and policies to achieve this goal have been directed towards two connected areas: zero-emission vehicle (ZEV) types and infrastructure used to fuel these vehicle types.

Decreed in 2020, Governor Newsom's Zero-Emission by 2035 Executive Order (N-79-20) called for the elimination of new internal combustion passenger vehicle sales 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 estimated to be responsible for more than 40% of California GHG emissions. By setting the target for 2035 the Executive Order provides time to plan for and support the increasing consumer demand for these vehicles. The Madera County Zero-emission Vehicle Readiness and Implementation Plan (ZEV Plan) presents information and recommendations to better accommodate existing ZEV users and improve access and effectiveness for increasing future ZEV usage in Madera County in an equitable manner.

**Discussion**

The ZEV Plan proactively plans for the anticipated increase in Zero Emission Vehicle (ZEV) adoption throughout the Madera County region and surrounding areas. The plan provides an overview of ZEV infrastructure as it stands today, an analysis of future needs for the county and suggested goals and actions for effective implementation to support future ZEV needs.

The primary objective of the ZEV Plan include:

- Assessing existing ZEV infrastructure environment
- Identifying key community challenges and barriers to advancement
- Recommending infrastructure improvements and investments
- Identifying implementation strategies and policies to promote ZEV infrastructure adoption
- Providing stakeholders with tools to procure, site and install ZEV infrastructure

MCTC retained DKS Associates to assist in the development of the ZEV Plan. The project team conducted a ZEV existing conditions analysis for the county, conducted stakeholder outreach, utilized online tools to collect input from the community, and used various sources of data to forecast ZEV adoption and travel patterns.

The ZEV Plan contains five sections and six appendices including:

- *Project Overview* highlighting the need and purpose for the plan
- *Executive Summary* providing a high-level overview of the plan details
- *Chapter 1: Community Engagement* outlining outreach initiatives utilized to develop the plan
- *Chapter 2: Future Infrastructure Needs* reporting on ZEV growth, travel and infrastructure demand, potential infrastructure siting, and funding opportunities
- *Chapter 3: Implementation* highlights recommended actions, strategies for ZEV implementation, funding strategies and estimated costs to meet projected needs
- *Appendix A. ZEV and Infrastructure Existing Conditions Report*
- *Appendix B. Engagement Supplemental Materials*
- *Appendix C. ZEV Transitions Funding Opportunities*
- *Appendix D. Potential Charging Station Locations*
- *Appendix E. ZEV Planning Resources*

As part of the development of the ZEV Plan, MCTC has published a ZEV Planning Resources webpage. The webpage includes information for home and public charging, including resources for residential charging, employers, businesses, multifamily properties, and local governments. These include links to various rebate and incentive programs for an array of potential users and implementors.

The webpage also contains various toolkits to assist in ZEV infrastructure planning activities. The following downloadable planning toolkits are available:

- *Workplace Charging* - Resources for business owners and managers, and business property managers that want to provide EV charging stations for employees, clients, and fleet vehicles
- *Multifamily Charging* - Resources for apartment, condominium, and manufactured housing property owners and managers that want to provide EV charging stations for residents, guests, and employees

- *Retail and Restaurant Charging* - Resources for restaurants, stores, fitness centers, hotels, healthcare providers, and entertainment providers that want to provide EV charging stations in parking lots
- *Public Parking Charging* - Resources for local government, airports, parking lot operators, and others that want to provide EV charging stations in parking lots
- *Site Evaluation Tool* - A simple checklist to evaluate a site and a location on the site for an EV charging station
- *Fleet Inventory Tool* - An Excel spreadsheet for fleet managers to collect information about their vehicles and facilities to plan for a transition to EVs
- *EV Station Permitting Resources* - Information for local governments to implement streamlined permitting for EV charging stations
- *EVITP for Electricians* - Information for journeyman electricians to become certified to install charging stations

The ZEV Plan and the online ZEV Planning Resources can be found at the following web address: <https://www.maderactc.org/transportation/page/zero-emission-transportation>.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 7-A

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

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**SUBJECT:**

Executive Minutes – July 19, 2023

**Enclosure:** Yes

**Action:** Approve July 19, 2023, Meeting Minutes

**SUMMARY:**

Attached are the Executive Minutes for the July 19, 2023, Policy Board Meeting.

**FISCAL IMPACT:**

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



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## EXECUTIVE MINUTES

**Date:** July 19, 2023  
**Time:** 3:00 pm  
**Place:** Madera County Transportation Commission  
In person and Zoom

**Members Present:** Commissioner Waseem Ahmed  
Commissioner Cecelia Gallegos  
Commissioner Jose Rodriguez  
Commissioner David Rogers  
Commissioner Robert Poythress  
Commissioner Jordan Wamhoff - Alternate

**Members Absent:** Commissioner Leticia Gonzalez

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

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

**1. CALL TO ORDER by Chair Ahmed**

**2. PLEDGE OF ALLEGIANCE**

**3. PUBLIC COMMENT**

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

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

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

**4. CLOSED SESSION**

4-A. Report of Closed Session Item from May 17, 2023, Policy Board Meeting

**Action:** No Reportable Action

**5. 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.

5-A. MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 7 – (Type 1 – Administrative Modification)

**Action:** Ratify

5-B. MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 8 – (Type 3 – Formal)

**Action:** Ratify

5-C. MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 9 – (Type 1 – Administrative Modification)

**Action:** Ratify

- 5-D. MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 10 – (Type 1 – Administrative Modification)

**Action:** Ratify

- 5-E. MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 11 – (Type 1 – Administrative Modification)

**Action:** Ratify

- 5-F. MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 12 – (Type 3 – Formal)

**Action:** Ratify

- 5-G. Request for Proposals for assistance in developing the Oakhurst Multi-Modal Mobility Study

**Action:** Authorize staff to release a Request for Proposals for assistance in developing the Oakhurst Multi-Modal Mobility Study

- 5-H. Unmet Transit Needs FY 2023-24 Analysis and Recommendations Report

**Action:** Approve Unmet Transit Needs FY 2023-24 Analysis and Recommendations Report

- 5-I. Social Services Transportation Advisory Council (SSTAC) Updates

**Action:** Information and Discussion Only

- 5-J. San Joaquin Valley Regional Early Action Program (REAP) Executive Summary for the Inclusionary Housing in the San Joaquin Valley Study

**Action:** Information and Discussion Only

- 5-K. Central California Travel Survey (CCTS) Final Report

**Action:** Information and Discussion Only

- 5-L. Finish the State Route 99 Coalition – Update

**Action:** Information and Discussion Only

- 5-M. Availability of the DRAFT Madera County Zero-Emission Vehicle (ZEV) Readiness and Implementation Plan

**Action:** Information and Discussion Only

- 5-N. Social Services Transportation Advisory Council (SSTAC) Member Re-appointments

**Action:** Reappoint Rosalind Esqueda as a Representative of a Transit Provider and reappoint Monty Cox as a Representative of a Local Transit Agency Provider as members of the SSTAC

5-O. Upcoming Bipartisan Infrastructure Law (BIL) Funding Opportunities

**Action:** Information and Discussion Only

5-P. FY 2023 and 2024 Multimodal Project Discretionary Grant Opportunity (MPDG)

**Action:** Information and Discussion Only

5-Q. Reconnecting Communities: Highways to Boulevards Grant Program Application Workshop

**Action:** Information and Discussion Only

5-R. Regional Climate Collaboratives (RCC) Program Notice of Funding Availability

**Action:** Information and Discussion Only

5-S. Pacific Gas and Electric Transportation Electrification Advisory Group

**Action:** Information and Discussion Only

5-T. 2023 Valley Voice – Washington D.C. Draft Legislative Platform

**Action:** Information and Discussion Only

**Transportation Consent Calendar Action on Items 5 A-T**

Upon motion by Commissioner Rogers, seconded by Commissioner Gallegos, to approve the Transportation Consent Items 5 A-T. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Absent
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes
Commissioner Wamhoff-alt.	Yes

Vote passed 6-0

**6. TRANSPORTATION ACTION/DISCUSSION ITEMS**

6-A. 2023 State Budget and Legislative Update

**Action:** Information and Discussion Only

6-B. Public Participation Plan Update and Madera County Transportation Commission Logo Redesign

**Action:** Information and Discussion Only



## MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

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

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Absent
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes
Commissioner Wamhoff-alt.	Yes

Vote passed 6-0

### 8. 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.

#### 8-A. Executive Minutes – May 17, 2023

**Action:** Approve May 17, 2023, meeting minutes

#### 8-B. Transportation Development Act (TDA) Fund Compliance Audit Report for Fiscal Year ended June 30, 2022: City of Chowchilla

**Action:** Accept TDA Compliance Audit Report: City of Chowchilla

#### 8-C. Transportation Development Act (LTF, STA) – FY 2023-24 Allocations, LTF Resolution 23-09, STA Resolution 23-10

**Action:** Approve Transportation Development Act (LTF, STA) – Fund Allocations, LTF Resolution 23-09, STA Resolution 23-10

#### 8-D. FY 2023-24 Overall Work Program & Budget (OWP) – Amendment No. 1

**Action:** Approve OWP & Budget – Amendment No. 1

#### 8-E. Extension of Expenditures – City of Madera FY 2019/20 RSTP Exchange Funds

**Action:** Approve Extension Request

### **Administrative Consent Action on Items 8 A-E**

Upon motion by Commissioner Rogers, seconded by Commissioner Poythress, to approve the Administrative Consent Items 8 A-E. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Absent
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes
Commissioner Wamhoff-alt.	Yes

Vote passed 6-0

## **9. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

9-A. Executive Director Employment Agreement – 2019-03, Resolution 23-08

**Action:** Approve Executive Director Employment Agreement – 2019-03, Resolution 23-08.

### **Administrative Action/Discussion on Item 9-A**

Upon motion by Commissioner Rogers, seconded by Commissioner Poythress, to approve the Executive Director Employment Agreement – 2019-03, Resolution 23-08. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Absent
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes
Commissioner Wamhoff-alt.	Yes

Vote passed 6-0

9-B. October MCTC Policy Board Meeting date change to October 25, 2023

**Action:** Information and Discussion Only

## MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

### 10. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered routine and non-controversial by MCTA 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.

#### 10-A. HdL Newsletter 4<sup>th</sup> Quarter 2022 – Measure T Sales Tax Update

**Action:** Information and Discussion Only

#### 10-B. Focus on the Future 2023 Conference

**Action:** Information and Discussion Only

#### 10-C. Measure “T” Fund Compliance Audit Report for FY ending June 30, 2022: City of Chowchilla

**Action:** Accept Measure T Compliance Audit Report for FY ending June 30, 2022: City of Chowchilla

#### 10-D. Ribbon Cutting Ceremony for Road 200 Bridge

**Action:** Information and Discussion Only

#### 10-E. Measure T FY 2023-24 Draft Annual Work Program

**Action:** Information and Discussion Only

#### Administrative Consent Calendar Action on Items 10 A-E

Upon motion by Commissioner Gallegos, seconded by Commissioner Poythress, to approve the Administrative Consent Items 10 A-E. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Absent
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes
Commissioner Wamhoff-alt.	Yes
Vote passed 6-0	

## 11. AUTHORITY – ACTION/DISCUSSION ITEMS

### 11-A. Award Contract – Measure T Sales Tax Extension Public Outreach and Education

**Action:** Authorize staff to negotiate and enter a contract (July 20, 2023, through December 31, 2024) with DKS in an amount not to exceed \$300,000 to provide services for the Measure T Sales Tax Extension Public Outreach and Education.

#### Administrative Action/Discussion on Item 11-A

Upon motion by Commissioner Rogers, seconded by Commissioner Wamhoff, to form an ad hoc committee to conduct additional review of selected proposer(s) and make final recommendations regarding the same. The ad hoc committee will consist of Director Poythress, Director Rogers, and MCTA staff. During a special meeting, the ad hoc committee will present a recommendation to the Madera 2006 Transportation Authority Board of Directors.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Absent
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes
Commissioner Wamhoff-alt.	Yes

Vote passed 6-0

### 11-B. Measure T Citizens’ Oversight Committee Member Appointments

**Enclosure:** No

**Action:** Appoint Faustina Washburn to serve as a member representing Supervisorial District 5 and appoint April Molina to serve as a Member At Large.

#### Administrative Action/Discussion on Item 11-B

Upon motion by Commissioner Rogers, seconded by Commissioner Gallegos, to approve Item B. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Absent
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes
Commissioner Wamhoff-alt.	Yes

Vote passed 6-0

## OTHER ITEMS

### 12. MISCELLANEOUS

12-A. Items from Staff - None

12-B. Items from Caltrans

- Michael Navarro, Caltrans District 06, Deputy Director, provided a brief update on grant programs.
- Michael Navarro introduced Caleb Brock, a new staff member at Caltrans District 06. Caleb is the new Office Chief for System and Regional Planning.

12-C. Items from Commissioners

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

### 13. ADJOURNMENT

The meeting adjourned at 4:40 pm.

- Next Madera County Transportation Commission meeting is scheduled for Wednesday, September 20, 2023.
- A Special Meeting of the Madera 2006 Transportation Authority is to be determined. The date of the meeting announcement will be posted accordingly.

Respectfully Submitted,



Patricia S. Taylor  
Executive Director  
Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 7-B

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

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**SUBJECT:**

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

**Enclosure:** Yes

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

**SUMMARY:**

The City of Chowchilla has submitted its FY 2023-24 TDA Applications for approval and has requested to allocate its apportionments.

**FISCAL IMPACT:**

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

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

In the matter of  
**ALLOCATION OF FY 2023-24  
LOCAL TRANSPORTATION FUND**

**Resolution No.: 23-09  
Amendment No. 1**

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

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

**WHEREAS,** \$120,000 has been apportioned for Administration, \$150,529 has been reserved for Pedestrian and Bicycle facilities, and

**WHEREAS,** the Local Agencies have agreed to a MCTC expenditure of \$225,794 for shared system planning costs, per Section 99233.2 of the Transportation Development Act; and

**WHEREAS,** there is the sum of \$7,150,135 to be allocated from LTF, 2023-24;

**WHEREAS,** the Madera County Transportation Commission has made the finding in Resolution No. 23-05 that there are no substantial unmet transit needs that are reasonable to meet in FY 2023-24 within the jurisdictions of the County of Madera, the City of Madera, and the City of Chowchilla, and

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

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

(A) City of Chowchilla

CATX		\$ 337,875
Pedestrian & Bicycle Projects		\$ 12,937
MCTC Planning Services	\$ 19,406	
Street & Road Projects	\$ 276,642	
Unallocated	\$ 0	

(B) City of Madera

Madera Metro, DAR, Intermodal, Fixed Route Ops	\$ 742,907
Pedestrian & Bicycle Projects	\$ 62,383

MCTC Planning Services	\$ 93,574
Street & Road Projects	\$ 2,220,265

C) <u>County of Madera</u>		
Pedestrian & Bicycle Projects		\$ 75,209
MCTC Planning Services	\$ 112,814	
Unallocated	\$ 3,572,446	

The foregoing resolution was adopted this 20th day of September 2023 by the following vote:

Commissioner Waseem Ahmed	_____
Commissioner Leticia Gonzalez	_____
Commissioner Cecelia Gallegos	_____
Commissioner Robert Poythress	_____
Commissioner Jose Rodriguez	_____
Commissioner David Rogers	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



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

In the matter of <b>ALLOCATION OF FY 2023-24 STATE TRANSIT ASSISTANCE FUND</b>	<b>Resolution No.: 23-10 Amendment No. 1</b>
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**WHEREAS,** State Transit Assistance funds have been made available to the Madera County Transportation Commission by the State Controller in the amount of \$1,915,881, a decrease of \$73,782 compared to the previous year's revised allocation;

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

**WHEREAS,** the City of Madera, submitted its application recognizing the State Controller's allocated amount;

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

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

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

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

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

<u>CLAIMANT</u>	<u>2023-24 STA</u>
City of Chowchilla	
CATX	\$ 163,990
Unallocated	\$ 0

City of Madera

Madera Metro, DAR, Intermodal, Transit Center \$ 757,090

Madera Metro, Fixed Route, Intermodal Capital  
Improvements \$ 49,010

County of Madera

Unallocated \$ 945,791

The foregoing resolution was adopted this 20th day of September 2023 by the following vote:

Commissioner Waseem Ahmed	_____
Commissioner Leticia Gonzalez	_____
Commissioner Cecelia Gallegos	_____
Commissioner Robert Poythress	_____
Commissioner Jose Rodriguez	_____
Commissioner David Rogers	_____

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

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



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 7-C

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

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**SUBJECT:**

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

**Enclosure:** Yes

**Action:** Approve Resolution 23-07 Amendment No. 1

**SUMMARY:**

The State Controller's Office has revised the estimate for STA allocations available for FY 2023-24. The revised amount allocated to Madera is \$2,020,796, an increase of \$31,133 from the original estimate. Staff will request that the local agencies amend their 2023-24 STA applications.

**FISCAL IMPACT:**

No fiscal impact to the approved 2023-24 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 2023-24  
STATE TRANSIT ASSISTANCE FUND**

Resolution No.: **23-07**  
**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 \$963,433,000 in 2023-24 for the State Transit Assistance Fund; and

**WHEREAS,** the 2023-24 revised estimate for the State Transit Assistance Fund is \$2,020,796 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, federal 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, 2023 population housed in the two state prison facilities is 5,252; 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 1, 2023, adjustments are as follows:

## Calculation of Madera County and City of Chowchilla

### Population per 05/01/23 DOF

	DOF(E-1) Population 05/02/22	DOF Prison Population	Adjusted Populations
Chowchilla	18,844	(5,252)	13,592
County	73,764	5,252	79,016

**WHEREAS,** the County of Madera, City of Chowchilla, and City of Madera have requests for 2023-24 allocations,

Member	DOF (E-1) Population 05/01/23	Percent		PUC 99313 Allocation	PUC 99314 Allocation	Total Allocation
Chowchilla	13,592	8.5945%		\$168,142	\$44,352	\$212,494
Madera	65,540	41.4422%		\$810,773	\$14,358	\$825,131
County	79,016	49.9633%		\$977,481	\$5,690	\$983,171
Totals	158,148	100.00%		\$1,956,396	\$64,400	\$2,020,796

**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 20<sup>th</sup> day of September 2023 by the following vote:

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

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Chair, Madera County Transportation Commission

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Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 7-D

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

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**SUBJECT:**

Triennial Performance Audit Request for Proposals (RFP)

**Enclosure:** No

**Action:** Authorize release of RFP

**SUMMARY:**

MCTC is statutorily required by Section 99246 of the California Public Utilities Code to designate entities other than itself, a county transportation commission, a transit development board, or an operator to make a performance audit of its activities and the activities of each operator to whom it allocates funds. MCTC staff would like to issue an RFP to procure a performance audit of the Regional Transportation Planning Agency and the operators for fiscal years 2020-21 through 2022-23. During the initial review, the audit should discuss the RTPA's characteristics and functions with the RTPA's management and governing board. RTPA functions may include:

- RTPA Administration and Management;
- Transportation Planning and Regional Coordination;
- Claimant Relationships and Oversight;
- Follow up of prior Performance Audit Recommendations;
- Marketing and Transportation Alternatives; and
- Grant Applications and Management

The audit should be completed by February 2024 and expects that the performance audit will be conducted consistent with the "Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities" issued by the California Department of Transportation (Caltrans). The Commission's Budget allowance for the Audit is \$40,000.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 7-E

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

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**SUBJECT:**

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

**Enclosure:** Yes

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

**SUMMARY:**

Included in your package is Amendment No.2 of the FY 2023-24 Overall Work Program & Budget. The revised Budget is \$2,564,530 (decrease of \$38,289 from amended budget). The amendment reflects changes due to the following:

- Hiring of new Senior Regional Planner employee and associated costs;
- Carryover of grant revenues/expenses from prior year;
- Added new Work Element, 102.1, for REAP 2.0 Program;
- Recognition of approved Measure T Outreach Consultant contract;
- Adjustments to some line-items due to updated costs; and
- Adjustments in the assigned work hours for some of the work elements.

The amendment is recognized in the following accounts:

Revenues – (Decrease \$38,289)

- FHWA PL Carryover – decrease \$1,757
- FTA 5303 Carryover – increase \$7,011
- SB-1 Sustainable Communities Grant 23-14 – increase \$4,541
- SB-1 Sustainable Communities Grant 22-23 – increase \$608
- REAP Housing 1.0 – Decrease \$111,990
- REAP 2.0 – Increase \$33,113
- TDA Carryover – decrease \$23,663
- Member Assessment Fees – decrease \$1,098
- MCTA – increase \$54,946

Salaries & Benefits – (Increase \$46,901)

- Salaries – Increase \$21,472



- ICMA, 401(a) – Increase \$3,221
- FICA, Employer – Increase \$1,332
- Medicare – Increase \$311
- Worker’s Compensation – Increase \$103
- Health – Increase \$20,462

Indirect Costs – (Increase \$1,000)

- Computer Software – Increase \$1,000

Other Direct Costs – (Decrease \$86,190)

- Consultant (SB-1 Planning Grant) – Increase \$5,800
- Consultant (Regional Housing Program) – Decrease \$101,990
- Consultant (Measure Renewal) – Increase \$10,000

The amendment is reflected in all the OWP Work Elements.

**FISCAL IMPACT:**

The 2023-24 Overall Work Program and Budget will decrease by \$38,289.



## OVERALL WORK PROGRAM Fiscal Year 2023-2024

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

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

## Regional Transportation Planning

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

102 Regional Housing Planning Program REAP 1.0

102.1 REAP 2.0

104 F-Oakhurst Multi-modal Mobility Study

105 F-Regional Growth Forecast

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

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### Objective

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

### Discussion

MCTC, as the State of California designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Planning Organization (MPO) for Madera County, is required to update the RTP every four years in compliance with guidelines established by the California Transportation Commission (CTC) and to remain consistent with Federal law. Federal requirements, as identified in MAP-21 and the FAST Act, includes consideration of metropolitan planning emphasis areas. Although the plan must be fiscally constrained, identified needs and recommended funding strategies beyond current financial capacity are included. This work element identifies staff time required to develop the plan, with recognition that RTP development also draws upon work activities within other modal elements identified in the Overall Work Program. The 2022 RTP was adopted by the MCTC Policy Board on August 31, 2022. The RTP is the primary planning document produced by MCTC and provides the policy basis for all major transportation infrastructure funding programs within the county.

This work element identifies staff time required to assemble information developed primarily through specific transportation modal elements identified in the OWP. The 2007 RTP was developed with SAFETEA-LU compliance consistent with the FHWA & FTA guidance provided by the MPO Planning Final Rule. The 2011 RTP Environmental Impact Report (EIR) also incorporated the greenhouse gas requirements of AB 32. The RTP was also developed in accordance with the 2007 RTP Guidelines adopted by the CTC. The 2017 RTP Guidelines were used for the development of the 2018 RTP and 2022 RTP. The 2014 RTP details an SCS funding implementation strategy focusing on a shift towards implementation of non-single occupancy vehicle trip transportation strategies with the goal of reducing per capita greenhouse gas tailpipe emissions. During the ongoing transportation planning process, staff compiles information into a consistent presentation format, verifies local, State, and Federal planning requirements, and submits amendments on regular updates for MCTC consideration. The stakeholders assisting in

the development and review of the RTP consist of the following: MCTC staff; local jurisdiction staffs; social service transportation agencies; Sheriff's department; Economic Development Department; School Districts; Native American Tribal Governments; consultants; and other interested public agencies and individuals. Additionally, the State Department of Housing and Community Development (HCD) consults with MCTC during the preparation of the Madera County Regional Housing Needs Assessment. This consultation ensures the coordination of information utilized for the preparation of the RTP.

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

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

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

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

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

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

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

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

### Performance Monitoring Measures

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

### California Planning Emphasis Areas

#### *Performance Management*

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

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

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

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

PM 1: HSIP and Safety Performance

PM 2: Pavement and Bridge Condition Performance

PM 3: System Performance/Freight/CMAQ Performance

## Previous Work

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

## Product

1. Finalize SCS Evaluation Report

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

## Tasks

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

FTE: .47

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

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



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<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	19,977	Direct Wages/Benefits plus Indirect:	174,164
MCTA			
FHWA-PL	154,187		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	174,164		
Total:	174,164	Total:	174,164

## Work Element 102 Regional Housing Planning Program REAP 1.0

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### Objective

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

### Discussion

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

Regional Early Action Planning (REAP 1.0):

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

Local Early Action Planning (LEAP) Grants:

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

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

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

Regional Housing Needs Assessment (RHNA) Plan:

MCTC assisted the State Housing and Community Development (HCD) department with the preparation of the 6<sup>th</sup> Cycle Madera County Regional Housing Needs Allocation Plan (RHNA) to estimate and allocate the housing needs in the Madera County region as

mandated by the State for inclusion in city and county general plan Housing Elements. The RHNA Plan includes determinations of housing allocations specific to each jurisdiction. These housing allocations include the housing needs of all income levels while avoiding further impacting communities with current relatively high proportions of lower income households.

## Previous Work

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

## Product

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

## Tasks

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

FTE: 0.0

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102 Regional Housing Planning Program REAP 1.0

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	18,010
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP 1.0	18,010		
Subtotal	18,010	Subtotal	18,010
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP			
Subtotal			
Total:	18,010	Total:	18,010

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

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### Objective

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

### Discussion

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

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

emission reduction targets through land use and transportation strategies.

#### Eligible Applicants

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

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

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

#### Previous Work

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

#### Product

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

## Tasks

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

Task	Description and Responsible Party	% of Work
102.1	Administer Regional Early Action Planning (REAP) 2.0 Funding <ul style="list-style-type: none"> <li>Administer REAP 2.0 funding for MCTC and with local agency partners.</li> </ul> Responsible Party: MCTC Staff (July 2023 to June 2024 Ongoing)	5%
102.2	Monitor Regional Early Action Planning (REAP) 2.0 Funds and Provide Assistance <ul style="list-style-type: none"> <li>Monitor REAP 2.0 funding to local agencies and provide assistance on an as needed basis.</li> <li>Facilitate local agency projects with HCD and State partners to verify project eligibility.</li> <li>Provide reports to State</li> </ul> Responsible Party: MCTC Staff (July 2023 to June 2024 Ongoing)	85%
102.3	Monitor Regional Early Action Planning (REAP) 2.0 work project expenditures and delivery. Responsible Party: MCTC Staff (July 2023 to June 2024 Ongoing)	5%
102.4	Collaborate with HCD and the interagency collaborative partners <ul style="list-style-type: none"> <li>Continue working with State Partners to develop and refine the measurable outcomes and metrics for reporting, based on the projects selected through the suballocation.</li> </ul> Responsible Party: MCTC Staff (July 2023 to June 2024 Ongoing)	5%
	Total	100%

FTE: .10

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

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP 2.0			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	33,113
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP 2.0	33,113		
Subtotal	33,113		
Total:	33,113	Total:	33,113



## Work Element 104 F-Oakhurst Multi-modal Mobility Study FY 22-23, FY 23-24

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### Objective

Prepare a Multi-modal Mobility Study in the Oakhurst Community along State Route 41, State Route 49, and other key travel corridors in the Oakhurst community area funded with SB-1 Sustainable Transportation Formula Planning Grant.

### Discussion

State Route (SR) 41 and State Route 49 converge in the community of Oakhurst in Eastern Madera County. These two highways act as the primary travel facilities in Eastern Madera County as well as the economic hubs for Oakhurst. SR 41 provides access to the community of Oakhurst, leading into the Sierra Nevada Mountains towards Yosemite National Park to the north and Fresno and the San Joaquin Valley to the south. SR 49 branches off SR 41 in Oakhurst providing access to the community of Ahwahnee and Mariposa County to the North.

MCTC staff will retain professional consulting services for the preparation of a study to determine future transportation needs along the SR 41, SR 49, and primary corridors in Oakhurst. The study will identify existing and future issues related to safety, mobility, congestion, access, etc., and recommend sustainable improvements that will address the transportation needs of those who live, work, or visit the area through multi-modal approaches whilst maintaining operational and capacity requirements of a state highway system.

The Plan will help to offer additional or improved modal choices in Oakhurst furthering the goals of the Madera County RTP/SCS to advance safe, healthy, and sustainable travel and reducing vehicle generated greenhouse gas emissions.

The Plan will draw from the Caltrans Smart Mobility Framework to help guide effective improvements in the study area with a focus on efficient network management, increased multimodal choices, appropriate speed suitability, better accessibility and connectivity, and fostering equity equitable decision making able to meet the needs of all community members.

Populations in this area of Madera County are burdened by many factors where the average rate is in the lowest 25<sup>th</sup> percentile of all state census tracts. These include persons living above poverty level, unemployment, active commute rate, access to parks, exposure to Ozone and contaminated drinking water. This plan will outline where transportation investments and strategies can improve these conditions on a public health and economic opportunity level. Providing better access to economic opportunity is a critical component to serving disadvantaged communities. The

proposed project area is home to many employment, health, shopping, education and services serving a large number of Eastern Madera County residents.

Community and stakeholder participation will be a crucial part of this study. Establishing community perspective will be essential for the success of the study. MCTC will work with consultants to engage the Oakhurst community through a variety of measures including in-person workshops, online tools, surveys, focused interviews, pop-events, or other opportunities which present themselves. Outreach activities conducted during the course of the Study will be documented and the results will be used to inform the direction of the Study goals and recommendations. An Outreach report will be prepared outlining all activities useful for the Study development. This project will combine stakeholder engagement and a range of analytical techniques to identify practical strategies for developing mobility projects in Oakhurst along SR 41 and 49.

This project will utilize funding from the fiscal year 2022/23 and fiscal year 2023/2024 SB 1 Sustainable Transportation Planning Grants (Formula). The anticipated tasks by individual grant are shown below.

FY 2022/23 SB-1 Sustainable Transportation Planning Grant:

- 104.1 Project Initiation
- 104.2 Project Management
- 104.3 Stakeholder Working Group
- 104.4 Assessment of Existing Conditions
- 104.5 Community Engagement

FY 2023/2024 SB-1 Sustainable Transportation Planning Grant:

- 104.2 Project Management
- 104.3 Stakeholder Working Group
- 104.5 Community Engagement
- 104.6 Identify Strategies
- 104.7 Study Finalization

## Previous Work

New Project

## Product

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

## Tasks

Task	Description and Responsible Party	% of Work
104.1	<p>Project Initiation</p> <ul style="list-style-type: none"> <li>• Release Request for Proposals</li> <li>• Retain Consultant</li> <li>• Finalize Study Scoping</li> </ul> <p>Responsible Party: MCTC Staff (January 2023 to February 2023)</p>	2%
104.2	<p>Project Management</p> <ul style="list-style-type: none"> <li>• MCTC to hold bi-weekly meetings with Study development team</li> <li>• MCTC to provide Caltrans with quarterly reports</li> <li>• MCTC to provide Caltrans with monthly or quarterly invoices</li> </ul> <p>Responsible Party: MCTC Staff (January 2023 to December 2023)</p>	3%
104.3	<p>Stakeholder Working Group</p> <p>A stakeholder working group will be formed to provide input into the development of the Study. Invitations for participation in this group will go to local agency staffs, tribal governments, transportation providers, local residents and business representatives, Caltrans staff, and other potential stakeholders. The representatives will have an opportunity to engage in the Study development as a group and individually as necessary. The group will gather collaboratively periodically though the Study development.</p> <ul style="list-style-type: none"> <li>• Form Stakeholder Working Group</li> <li>• Meet periodically with working group</li> <li>• Meet with individual working group members as needed</li> </ul> <p>Responsible Party: MCTC Staff, Consultant (March 2023 to September 2023)</p>	10%
104.4	<p>Assess Existing Conditions</p> <p>This task will assess the current state of travel within the project area including regional characteristics, state of existing facilities, current travel behavior, and existing planning environment.</p> <ul style="list-style-type: none"> <li>• Regional characteristics</li> <li>• Existing facilities</li> <li>• Existing travel conditions</li> <li>• Planned improvements</li> </ul> <p>Responsible Party: MCTC Staff, Consultant (March 2023 to April 2023)</p>	15%

104.5	<p>Community Engagement</p> <p>This task will use outreach to establish community perspective. The task will engage the Oakhurst community through a variety of measures including in-person workshops, online tools, surveys, focused interviews, or other tactics as recommended by the consultant. Outreach activities conducted during the course of the Study will be documented and the results will be used to inform the direction of the Study goals and recommendations. An Outreach report will be prepared outlying all activities useful for the Study development.</p> <ul style="list-style-type: none"> <li>• Develop outreach plan</li> <li>• Conduct Study workshops</li> <li>• Implement online surveys and feedback tools</li> <li>• Conduct focused interviews</li> <li>• Prepare Outreach Report</li> </ul> <p>Responsible Party: MCTC Staff, Consultant (March 2023 to September 2023)</p>	25%
104.6	<p>Identify Strategies</p> <p>This task will identify an array of strategies designed to meet the goals and objectives of the Study. The strategies will include projects to be considered for implementation, changing or creating policies or the preparation of new or additional studies. Additional strategies may be identified if deemed appropriate.</p> <ul style="list-style-type: none"> <li>• Identify projects to meet goals and objectives</li> <li>• Identify policies to meet goals and objectives</li> <li>• Identify where additional study is needed</li> <li>• Prepare Strategies Report</li> </ul> <p>Responsible Party: Consultant (August 2023 to October 2023)</p>	25%
104.7	<p>Study Finalization</p> <p>This task will consolidate all prepared deliverables from the prior tasks into cohesive report. The contests will make up a Draft Study to be submitted for internal staff review then for public review. Comments received on the Draft Study during the public review period will be considered and responded to before a final Study is composed. The final Study will be presented and brought for approval to the MCTC Policy Board.</p> <ul style="list-style-type: none"> <li>• Compile deliverable reports and products from prior tasks into a comprehensive Draft Study</li> <li>• Presentations and review of Draft Study</li> <li>• Comment response and Study finalization</li> <li>• MCTC Board adoption of Final Study</li> </ul> <p>Responsible Party: MCTC Staff, Consultant (October 2023 to December 2023)</p>	20%
	Total	100%

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FTE: .09

104 F-Oakhurst Multi-modal Mobility Study FY 22-23, FY 23-24

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	34,410	Consultant	300,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 22-23	146,028		
Other – SB I Sustainable Planning Grant (Formula) 23-24	119,562		
Subtotal	300,000	Subtotal	300,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	2,868	Direct Wages/Benefits:	25,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 22-23	18,108		
Other – SB I Sustainable Planning Grant (Formula) 23-24	4,024		
Subtotal	25,000		
Total:	325,000	Total:	325,000

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

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### Objective

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

Staff will develop, with professional assistance, a Regional Growth Forecasting Report. The report will update projections for employment, population, housing, and demographic characteristics for the Madera County region. In addition, the report will help MCTC update the future Regional Transportation Plan and the Sustainable Communities Strategy (RTP/SCS) and provide further cohesive insight for MCTC and its member agencies regarding regional and local demographics for modeling and integrated transportation, land use, and housing studies.

### Discussion

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

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

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

### Previous Work

1. San Joaquin Valley Demographic Forecasts 2010 to 2050

## Product

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

## Tasks

Task	Description and Responsible Party	% of Work
105.1	Retain Consultant <ul style="list-style-type: none"> <li>• Prepare and release Request for Proposals</li> <li>• Select consultant</li> </ul> Responsible Party: MCTC Staff (July 2023 to September 2023)	5%
105.2	Project Management <ul style="list-style-type: none"> <li>• Bi-weekly meetings with plan development team</li> <li>• Develop oversight committee</li> <li>• Quarterly reports to Caltrans</li> <li>• Monthly or quarterly invoices to Caltrans</li> </ul> Responsible Party: MCTC Staff (July 2023 to May 2024)	5%
105.3	Jurisdiction Outreach <ul style="list-style-type: none"> <li>• Gather data on general plan, land-use development, and near-term housing or employment projects</li> </ul> Responsible Party: Consultant (September 2023 to October 2023)	10%
105.4	Develop Regional Forecast <ul style="list-style-type: none"> <li>• Population by race</li> <li>• Population by age</li> <li>• Group Quarters</li> <li>• Household stock</li> <li>• Household size</li> <li>• Household by income type</li> <li>• Housing type</li> <li>• School enrollment</li> <li>• Employment</li> <li>• Jurisdictional forecast profiles</li> <li>• Forecast methodologies and references</li> </ul> Responsible Party: Consultant (October 2023 to January 2024)	70%
105.5	Review Regional Forecast Report <ul style="list-style-type: none"> <li>• Internal review</li> <li>• Oversight Committee review</li> </ul>	5%

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	Responsible Party: MCTC, Consultant (January 2024 to February 2024)	
105.6	Finalize Regional Forecast Report <ul style="list-style-type: none"> <li>Present results to MCTC Board</li> <li>Report final approval</li> </ul> Responsible Party: MCTC, Consultant (March 2024 to April 2024)	5%
	Total	100%

FTE: .02

105 F-Regional Growth Forecast FY 23-24

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	5,253	Consultant	45,800
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 23-24	40,547		
Subtotal	45,800	Subtotal	45,800
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	598	Direct Wages/Benefits:	5,215
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 23-24	4,617		
Subtotal	5,215		5,215
Total:	51,015	Total:	51,015



## Public Transportation Planning

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201 Transit

202 Rail

## Work Element 201 Transit

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### Objective

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

### Discussion

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

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

MCTC staff 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.

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

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

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

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

## Previous Work

1. Transit Plans.
2. 2018 Regional Transportation Plan – Public Transportation Element.

3. Social Services Transportation Inventory and Action Plan.
4. City of Madera Fixed Route Feasibility Study.
5. Short Range Transit Plan – 2022/23 – 2026/27.
6. 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 (PTASP) 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. Set PTASP targets for the region.

## Tasks

Task	Description and Responsible Party	% of Work
201.1	Transit Service Inventory <ul style="list-style-type: none"> <li>Continue to maintain and update information for the transit services inventory</li> </ul> Responsible Party: MCTC Staff (Monthly, July 2023 to June 2024)	10%
201.2	Monitor Information for RTP Update <ul style="list-style-type: none"> <li>Monitor information for update of the RTP</li> </ul> Responsible Party: MCTC Staff (Monthly, July 2023 to June 2024)	25%
201.3	Transit Operator Agreements <ul style="list-style-type: none"> <li>Review transit operator agreements and update as necessary</li> </ul> Responsible Party: MCTC Staff (Quarterly, July 2023 to June 2024)	10%
201.4	Consultation, Coordination, and Collaboration for Environmental Justice <ul style="list-style-type: none"> <li>Consultation, coordination and collaboration with tribal governments and farmworker transportation groups as needed to ensure that environmental justice requirements are being addressed/complied with.</li> </ul> Responsible Party: MCTC Staff (Quarterly, July 2023 to June 2024)	15%

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201.5	<p>Consultation, Coordination, and Collaboration for Outreach</p> <ul style="list-style-type: none"> <li>Continue to coordinate and collaborate with Environmental Justice communities and Disadvantage Communities to ensure outreach is being properly conducted.</li> </ul> <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	10%
201.6	<p>Transit Advisory Board Participation</p> <ul style="list-style-type: none"> <li>Participation on Transit Advisory Board and monitor related transit agencies.</li> </ul> <p>Responsible Party: MCTC Staff (Quarterly, July 2023 to June 2024)</p>	10%
201.7	<p>Transit Asset Management (TAM) Plan Coordination</p> <ul style="list-style-type: none"> <li>Transit Asset Management (TAM) Plan coordination with transit agencies.</li> </ul> <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	10%
201.8	<p>Public Transportation Safety Plan Target Coordination</p> <ul style="list-style-type: none"> <li>Public Transportation Safety Plan Target coordination with transit agencies.</li> </ul> <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	10%
Total		100%

FTE: .23

201 Transit

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	10,216	Direct Wages/Benefits plus Indirect:	89,065
MCTA			
FHWA-PL			
FTA-Section 5303	78,849		
STIP – PPM			
Other			
Subtotal	89,065		
Total:	89,065	Total:	89,065

## Work Element 202 Rail

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### Objective

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

### Discussion

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

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

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

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

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

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

The "Intercity Passenger Rail Act of 2012" (AB 1779), was enacted on September 29, 2012. AB 1779 reauthorizes regional government agencies' ability to form the San Joaquin Joint Powers Authority (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 (SVRC) acts as a technical advisory group to the SJPA Board. Previously, MCTC staff as well as MCTC Policy Board Members were voting members of this group. New bylaws proposed by the SJPA Board altered the nature of the SVRC membership. MPO board members and staff are no longer eligible to be representatives for this group. MCTC staff assisted the SJPA in finding new Madera County representatives for the SVRC and is committed to assisting these volunteers in the new role in any way possible.

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

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

In 2020, the San Joaquin Joint Powers Authority Board Certified an Initial Study/Mitigated Negative Declaration for a project to relocate the Madera Amtrak station to Avenue 12 in Madera County. The construction, relocation and opening of the station was expected to occur within the next four years.

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

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

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

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

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

## Previous Work

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

## Product

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

## Tasks

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



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

FTE: .06

202 Rail

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	19,706	Direct Wages/Benefits plus Indirect:	19,706
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	19,076		
Total:	19,076	Total:	19,076

## Active Transportation Planning

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### 301 Active Transportation Planning

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

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### Objective

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

### Discussion

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

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

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

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

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

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

Caltrans District 6 worked with the Headquarters Smart Mobility and Active Transportation Branch in developing the California Active Transportation Plan (CAT).

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

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

## Previous Work

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

## Product

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

## Tasks

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

FTE: .25

301 Active Transportation Planning - CS

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

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<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	89,902
MCTA			
FHWA-PL	57,103		
Complete Streets-PL	22,487		
FTA-Section 5303			
STIP – PPM (Match)	10,312		
Other			
Subtotal	89,902		
Total:	89,902	Total:	89,902

## Highways, Corridors, and Routes of Regional Significance

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

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

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### Objective

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

### Discussion

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

### State Route 99 Coordination

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

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

### San Joaquin Valley Interregional Goods Movement Plan

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



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

### San Joaquin Valley Goods Movement Sustainable Implementation Plan

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

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

### San Joaquin Valley I-5 Goods Movement Plan

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

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

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

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

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

Short Haul Rail Intermodal Facilities in the San Joaquin Valley.

## Origin/Destination and Fiscal Impact Study

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

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

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

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

## State Route 99 Multimodal Corridor Plan

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

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

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

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

## Trade Port California

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

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

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

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

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

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

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

## Previous Work

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

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

## Product

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

## Tasks

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

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

FTE: .14

*401 Highways, Corridors, and Routes of Regional Significance*

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	5,932	Direct Wages/Benefits plus Indirect:	51,718
MCTA			
FHWA-PL	45,786		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	51,718		
Total:	51,718	Total:	51,718

## Programming and Financial Management

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501 Transportation Program Development

502 Project Coordination and Financial Programming

## Work Element 501 Transportation Program Development

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### Objective

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

### Discussion

State law and Federal regulations require regional transportation planning agencies to prepare transportation improvement programs (FTIPs). FTIPs are formulated at three levels: regional, State and Federal. In order for a transportation project to receive State or Federal funding or project approvals, the project must be advanced from an air quality conforming RTP and FTIP. The FTIP is a short-range, four-year capital improvement program which is updated biennially to satisfy Federal requirements. Projects are advanced from the Regional FTIP to the Federal STIP by Caltrans following an air quality conformity finding by MCTC as the recognized Metropolitan Planning Organization (transportation planning agency). Work will begin on the 2025 FTIP in Winter 2023 and will be completed in Summer 2024.

State legislation (Senate Bill 45) restructured the STIP development process and places increased responsibility on local agencies for identifying and advancing projects for State Transportation Improvement Program (STIP) programming. Funding is now made available based on a 75%/25% county minimum and Caltrans split. The "local share" is apportioned to the county based upon the old "county minimums" formula. The "local share" is now programmed by MCTC pursuant to certain project eligibility requirements as identified in STIP guidelines. The MCTC also has the option to bid for projects in the 25% Caltrans share subject to specific conditions. The STIP has a five-year programming period which is updated biennially by the region and approved by CTC. Each year involves considerable effort by staff to monitor developments related to the implementation of revised STIP requirements.

Under Federal transportation legislation, MCTC is responsible for Federal funding programs: Regional Surface Transportation Block Grant Program (RSTP); the Congestion Mitigation and Air Quality Program (CMAQ); Carbon Reduction Program (CRP); and other Federal funding sources. Project funding decisions on these three sources are under the MCTC's control within Federal program guidance. Appropriate prioritization and selection processes for the region was consistent with the requirements of Federal



transportation legislation. MCTC is eligible to exchange its RSTP funds for State funds. Additionally, all three performance measures have been established for the 2023 FTIP and updates will be incorporated in the 2025 FTIP.

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

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

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

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

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

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

## Previous Work

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

## Product

1. 2025 FTIP.
2. Air Quality Analysis for the 2025 FTIP.
3. Amendments to the 2023 FTIP and Air Quality Conformity Analysis.
4. Staff analysis of project funding available to Madera County.
5. Public Notices and Inter Agency Consultation.
6. RSTP appropriation process.
7. Project selection and implementation of CMAQ/CRP Program.
8. Local Obligation Plans for CMAQ per AB 1012 requirements.
9. Federal Annual Listing of Obligated Projects.
10. CMAQ Annual Obligation report.
11. Additional STIP revisions.
12. CMAQ/CRP Call for Projects in 2023.
13. Prepare and adopt 2024 RTIP.

## Tasks

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

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

FTE: .58

501 Transportation Program Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	22,918	Direct Wages/Benefits plus Indirect:	199,804
MCTA			
FHWA-PL	176,886		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	199,804		
Total:	199,804	Total:	199,804

## Work Element 502 Project Coordination and Financial Programming

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### Objective

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

### Discussion

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

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

### Previous Work

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

### Product

1. Project transportation planning and programming support services.

2. Prioritization and financial cash flow analysis.

Tasks

Task	Description and Responsible Party	% of Work
502.1	<p>Federal/State Project Programming and Delivery Requirements</p> <ul style="list-style-type: none"> <li>Review and maintain Federal/State programming and delivery requirements.</li> </ul> <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	20%
502.2	<p>Work with Local Agencies on Federal/State Project Programming and Delivery Requirements</p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	30%
502.3	<p>Prioritize Projects in FTIP and RTP</p> <ul style="list-style-type: none"> <li>Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis.</li> </ul> <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	45%
502.4	<p>Evaluate State Funding Programs for Applicability and Implementation</p> <ul style="list-style-type: none"> <li>Evaluate Strategic Growth Council's Affordable Housing and Sustainable Communities Program and other State funding programs for applicability and implementation in Madera County.</li> </ul> <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	5%
	Total	100%

FTE: .12

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REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	29,615
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM	29,615		
Other			
Subtotal	29,615		
Total:	29,615	Total:	29,615

## Data Services, Forecasting, and Modeling

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601 Travel Demand Model Management

602 Air Quality Modeling

603 GIS and Mapping Resources

604 Performance Management and Data Development

605 Regional Traffic Monitoring Program



## Work Element 601 Travel Demand Model Management

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### Objective

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

### Discussion

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Previous Work

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

## Product

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

## Tasks

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

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

FTE: .21

*601 Travel Demand Model Management*

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	11,780	On-call Consultant(s)	100,000
MCTA		Traffic Model Support	2,700
FHWA-PL	90,920		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	102,700	Subtotal	102,700
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	8,693	Direct Wages/Benefits plus Indirect:	75,788
MCTA			
FHWA-PL	67,095		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	75,788		
Total:	178,488	Total:	178,488

## Work Element 602 Air Quality Modeling

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### Objective

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

### Discussion

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

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

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

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

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

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

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

## Previous Work

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

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

## Product

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

## Tasks

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

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

FTE: .24

602 Air Quality Modeling

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Air Quality Consultant	9,000
MCTA			
FHWA-PL	7,968		
FTA-Section 5303			
STIP - PPM	1,032		
Other			
Subtotal	9,000	Subtotal	9,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	85,390
MCTA			
FHWA-PL	75,596		
FTA-Section 5303			
STIP – PPM (Match)	9,794		
Other			
Subtotal	85,390		
Total:	94,390	Total:	94,390



## Work Element 603 GIS and Mapping Resources

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### Objective

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

### Discussion

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

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

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

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

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

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

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

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

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

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

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

## Previous Work

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

## Product

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

## Tasks

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

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

FTE: .51

603 GIS and Mapping Resources

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		GIS Support	7,800
MCTA			
FHWA-PL	6,905		
FTA-Section 5303			
STIP – PPM	895		
Other			
Subtotal	7,800	Subtotal	7,800
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	187,326
MCTA			
FHWA-PL	165,840		
FTA-Section 5303			
STIP – PPM (Match)	21,486		
Other			
Subtotal	187,326		
Total:	195,126	Total:	195,126

## Work Element 604 Performance Management and Data Development

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### Objective

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

### Discussion

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

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

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

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

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

- Pavement Performance of the NHS

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

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

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

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

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

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

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

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

## Previous Work

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

## Product

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

## Tasks

Task	Description and Responsible Party	% of Work
604.1	<p>Coordination Activities</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Coordinate with local agencies in regard to data and target setting.</li> <li>• Collaborate with local agency representatives and other stakeholders regarding goals, objectives, measures and targets and the development of planning documents related to developing targets</li> <li>• Participation in Technical Advisory Group meetings for Performance Measures.</li> <li>• Participate in training, workshops, meetings, and related activities</li> </ul> <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	40%

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

FTE: .15

604 Performance Management and Data Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	5,156	Direct Wages/Benefits plus Indirect:	44,950
MCTA			
FHWA-PL	39,794		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	44,950		
Total:	44,950	Total:	44,950



## Work Element 605 Regional Traffic Monitoring Program

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### Objective

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

### Discussion

MCTC utilizes contracts with survey professionals to conduct traffic counts, and MCTC then prepares the Traffic Monitoring Program report. Staff and the consultant developed a standardized quadrennial 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.

### Previous Work

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

### Product

1. Madera County Traffic Monitoring – 2023 Annual Report.
2. Traffic counts.
3. HPMS data submission to Caltrans.

## Tasks

Task	Description and Responsible Party	% of Work
605.1	<p>Traffic Counts</p> <ul style="list-style-type: none"> <li>Conduct traffic counts at various locations</li> </ul> <p>Responsible Party: Consultant (April 2024 to May 2024)</p>	70%
605.2	<p>Traffic Monitoring Support</p> <ul style="list-style-type: none"> <li>Provide traffic monitoring support to local agencies, including tribal governments</li> </ul> <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	15%
605.3	<p>Data Collection</p> <ul style="list-style-type: none"> <li>Collect data from local agency and Caltrans traffic county programs</li> </ul> <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	10%
605.4	<p>HPMS Data Submission</p> <ul style="list-style-type: none"> <li>Coordinate the submission of HPMS data to Caltrans from local agencies as required</li> </ul> <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	5%
	Total	100%

FTE: .04

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605 Regional Traffic Monitoring Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	1,090	Consultant – Traffic Counts	9,500
MCTA			
FHWA-PL	8,410		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	9,500	Subtotal	9,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	1,626	Direct Wages/Benefits plus Indirect:	14,180
MCTA			
FHWA-PL	12,554		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	14,180		
Total:	23,680	Total:	23,680

## Public Participation Program

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### 701 Public Participation Program

## Work Element 701 Public Participation Program

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### Objective

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

### Discussion

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Previous Work

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

## Product

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

## Tasks

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



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

FTE: .19

701 Public Participation Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	3,097	Public Notices	5,000
MCTA		Translation Services	2,000
FHWA-PL	23,903	SJV Website	100
FTA-Section 5303		Other Outreach Costs	19,900
STIP - PPM			
Other			
Subtotal	27,000	Subtotal	27,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	6,474	Direct Wages/Benefits plus Indirect:	56,440
MCTA			
FHWA-PL	49,966		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	56,440		
Total:	83,440	Total:	83,440

## Project Administration

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### 801 Transportation Development Act

## Work Element 801 Transportation Development Act

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### Objective

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

### Discussion

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

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

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

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

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

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

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

## Previous Work

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

## Product

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

## Tasks

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

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

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

FTE: .32

*801 Transportation Development Act*

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	69,500	Audits	15,000
MCTA		Translation Services	2,000
FHWA-PL		Public Notices	1,000
FTA-Section 5303		Other Costs	11,500
STIP - PPM		Triennial Performance Audit	40,000
Other			
Subtotal	69,500	Subtotal	69,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	73,918	Direct Wages/Benefits plus Indirect:	73,918
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	73,918		
Total:	143,418	Total:	143,418

## Other Activities

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901 Lobbying

902 Other Activities

## Work Element 901 Lobbying

### Objective

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

### Discussion

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

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

Staff provides legislative tracking and reporting.

### Previous Work

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

### Product

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

### Tasks

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



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

FTE: .05

901 Lobbying

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	78,000
MCTA		Other Costs	11,000
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	89,000		
Subtotal		Subtotal	89,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	7,150
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	7,150		
Subtotal	7,150		
Total:	96,150	Total:	96,150

## Work Element 902 Other Activities

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### Objective

To provide information to travelers about transportation services available within Madera County and to encourage the use of alternatives to single occupant commuting. Conduct the freeway service patrol in cooperation with Caltrans and the California Highway Patrol, to remove minor incidents rapidly, thereby reducing congestion, secondary accidents, and vehicle emissions. To incorporate CAPTI objectives, as applicable.

### Discussion

MCTC's alternative transportation activities are designed to provide transportation related information to the community in order to promote safety, enhance the quality of life, and protect the environment. Many services and options are available within Madera County that offer alternatives to single occupancy commuting. As our community grows at a steady pace, the selection of transportation modes becomes increasingly important to the quality of life. Among other negative impacts, increased traffic congestion results in increased emissions, loss of productivity, and unpleasant driving conditions.

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

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

### CalVans

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

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

### Freeway Service Patrol

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

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

### Freeway Service Patrol Background

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

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

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

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

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

Services provided by the FSP include:

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

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

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

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

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

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

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

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

### Intelligent Transportation Systems (ITS)

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

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

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

### Previous Work

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

### Product

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

Freeway Service Patrol program.

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

## Tasks

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

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

FTE: .06

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

Item 7-7-E.

902 Other Activities

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	26,550	Board Costs and Other Expenses	26,550
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
SJV REAP HOUSING			
Other			
Subtotal	26,550	Subtotal	26,550
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	22,928	Direct Wages/Benefits plus Indirect:	22,928
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	22,928		
Total:	49,478	Total:	49,478



## Overall Work Program

---

### 1001 Overall Work Program

## Work Element 1001 Overall Work Program

### Objective

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

### Discussion

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

### Previous Work

MCTC Overall Work Program and Budget.

### Product

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

### Tasks

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

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

Item 7-7-E.

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

FTE: .18

*1001 Overall Work Program*

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	42,428
MCTA			
FHWA-PL	37,562		
FTA-Section 5303			
STIP – PPM (Match)	4,866		
Other			
Subtotal	42,428		
Total:	42,428	Total:	42,428

## Measure “T” Administration

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### 1101 MCTA Administration

## Work Element 1101 MCTA Administration

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### Objective

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

### Discussion

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

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

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

### Previous Work

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

### Product

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

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

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

## Tasks

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

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

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FTE: .43

1101 MCTA Administration

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Financial Assistance, Audits, Annual Report	40,000
MCTA	433,000	Conf/Travel/Other Costs	33,000
FHWA-PL		Consultant	360,000
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	433,000	Subtotal	433,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	98,870
MCTA	98,870		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	98,870		
Total:	531,870	Total:	531,870

## FY 2023-24 Overall Work Program

				Funds Available by Revenue Source																
				MCTC	Other	Total	MCTC LTF	Member Assessment	MCTA	STIP PPM	SJV REAP Housing 1.0	REAP 2.0	SB-1 Sustainable Communities	FHWA PL	Complete Streets PL	FHWA PL Carryover 22-23	FHWA PL Carryover 21-22	FTA 5303 Carryover 22-23	Total	
Carryover Prior Years							142,878			0	18,010		164,136	0		109,606	117,139	0	9,959	561,728
Current Year Allocation							345,795	100,000	531,870	78,000	0	33,113	168,750	793,730	22,487		0	68,890	0	2,142,635
Carryover to Future Year							(135,983)	(3,850)											(139,833)	
Total Available Funds				1,426,670	1,137,860	2,564,530	352,690	96,150	531,870	78,000	18,010	33,113	332,886	793,730	22,487	109,606	117,139	68,890	9,959	2,564,530

9/14/2023 17:15				Expenditures by Agency			Expenditures by Revenue Source													
Work Element Description		MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	Member Assessment	MCTA	STIP PPM	Federal Carryover Match - PPM	SJV REAP Housing 1.0	REAP 2.0	SB-1 Sustainable Communities	FHWA PL	Complete Streets PL	FHWA PL Carryover 22-23	FHWA PL Carryover 21-22	FTA 5303 Carryover 22-23	FTA 5303 Carryover 22-23	Total
101	Regional Transportation Plan	174,164		174,164	19,677	300			0					111,334		40,537	2,316			174,164
102	Regional Housing Planning Program - REAP 1.0	-	18,010	18,010	0	0			0		18,010			0						18,010
102.1	Regional Early Action Planning Grants of 2021 (REAP) 2.0	33,113		33,113	0				0			33,113		0						33,113
104	F Oakhurst Multimodal Corridor Study FY 22-23, 23-24	25,000	300,000	325,000	37,278				0					287,722						325,000
105	F Regional Growth Forecast FY 23-24	5,215	45,800	51,015	5,851				0					45,164						51,015
201	Transit Planning	89,065		89,065	8,926	1,290			0					0				68,890	9,959	89,065
202	Rail Planning	19,706		19,706	19,706				0					0						19,706
301	Active Transportation Planning - CS	89,902		89,902	0				10,312					57,103	22,487					89,902
401	Routes, Corridors, and Routes of Regional Significance	51,718		51,718	5,932	0			0					0		45,786				51,718
501	Transportation Development Program	199,804		199,804	22,918				0					176,886						199,804
502	Project Coordination & Financial Programming	29,615		29,615	0				29,615					0						29,615
601	Travel Demand Model Management	75,788	102,700	178,488	8,693	11,780			0					67,095			90,920			178,488
602	Air Quality Modeling	85,390	9,000	94,390	0				9,794	1,032				75,596		7,968				94,390
603	GIS and Mapping Resources	187,326	7,800	195,126	0				21,486	895				165,840		6,905				195,126
604	Performance Management and Data Development	44,950		44,950	5,156	0			0					39,794						44,950
605	Regional Traffic Monitoring Program	14,180	9,500	23,680	2,716	0			0	0				12,554		8,410				23,680
701	Public Participation Program	56,440	27,000	83,440	6,474	3,097			0					49,966			23,903			83,440
801	Transportation Funds Administration	73,918	69,500	143,418	143,418				0					0						143,418
901	Lobbying	7,150	89,000	96,150	0		96,150		0					0						96,150
902	Other Activities	22,928	26,550	49,478	49,478				0					0						49,478
1001	Overall Work Program	42,428		42,428	0				4,866					37,562						42,428
1101	MCTA Administration	98,870	433,000	531,870	0			531,870	0					0						531,870
Total Expenditures		1,426,670	1,137,860	2,564,530	336,223	16,467	96,150	531,870	76,073	1,927	18,010	33,113	332,886	793,730	22,487	109,606	117,139	68,890	9,959	2,564,530
					352,690				78,000					1,042,962			78,849			



**Madera County Transportation Commission**  
**2023-24 Amended Budget**  
14-Sep-23

Revenues	23-24 Budget	Amend #1	Amend #2	Amended Budget
FHWA PL	\$793,730			\$793,730
Complete Street PL	\$22,487			\$22,487
FHWA PL Carryover	\$228,372	\$130	(\$1,757)	\$226,745
FTA 5303	\$68,890			\$68,890
FTA 5303 Carryover	\$2,948		\$7,011	\$9,959
STIP Carryover	\$0			\$0
STIP Planning	\$78,000			\$78,000
SB-1 Sustainable Communities 23-24	\$164,209		\$4,541	\$168,750
SB-1 Sustainable Communities 22-23	\$164,974	(\$1,446)	\$608	\$164,136
SB-1 Sustainable Communities 21-22	\$0			\$0
SB-1 Sustainable Communities 20-21	\$0			\$0
REAP Housing 1.0	\$130,000		(\$111,990)	\$18,010
REAP 2.0			\$33,113	\$33,113
TDA Carryover	\$5,039	\$25,519	(\$23,663)	\$6,895
TDA Administration	\$120,000			\$120,000
TDA Planning	\$225,795			\$225,795
Member Assessment Fees	\$96,866	\$382	(\$1,098)	\$96,150
MCTA Carryover	\$0			\$0
MCTA	\$469,912	\$7,012	\$54,946	\$531,870
Other	\$0			\$0
<b>Total Revenues</b>	<b>\$2,571,222</b>	<b>\$31,597</b>	<b>(\$38,289)</b>	<b>\$2,564,530</b>
Non-cash information				
Toll Credits (PL)	\$0			\$0
Toll Credits (5303)	\$0			\$0
Expenses	23-24 Budget			Amended Budget
<b>Salaries &amp; Benefits</b>				
Salaries	\$789,644		\$21,472	\$811,116
ICMA 401(a)	\$114,088		\$3,221	\$117,309
FICA, Employer	\$47,269		\$1,332	\$48,601
Medicare	\$11,450		\$311	\$11,761
Worker's Compensation	\$3,792		\$103	\$3,895
Health	\$133,033	\$1,485	\$20,462	\$154,980
Unemployment Insurance	\$896	\$112		\$1,008
<b>Subtotal Salaries &amp; Benefits</b>	<b>\$1,100,172</b>	<b>\$1,597</b>	<b>\$46,901</b>	<b>\$1,148,670</b>
	Direct			\$618,293
	Indirect			\$483,476
<b>Indirect Costs</b>				
Admin Consulting Services	\$0	\$40,000		\$40,000
Advertising/Publications	\$2,000			\$2,000
Auto & Cell Allowance	\$4,200			\$4,200
Computer Software	\$8,000		\$1,000	\$9,000
Conference/Training/Education	\$8,000			\$8,000
Equipment Leases	\$9,000			\$9,000
Bldg/Equip. Maint. & Repairs	\$4,000			\$4,000
Insurance	\$1,000			\$1,000
Janitorial Services	\$2,000			\$2,000
Legal Services	\$20,000			\$20,000
MCTC Audit	\$24,000	\$1,000		\$25,000
Membership Fees	\$2,000			\$2,000
Miscellaneous	\$6,000			\$6,000
Office Furniture	\$2,000			\$2,000
Office Supplies	\$6,000			\$6,000
Postage	\$1,000			\$1,000
Rent	\$70,000			\$70,000
Technology Related Equipment & Repairs	\$32,000			\$32,000
Telephone/Internet/Website	\$13,000			\$13,000
Travel Expenses	\$5,000			\$5,000
Utilities	\$10,000			\$10,000
Valley Coordination	\$6,800			\$6,800
<b>Subtotal Indirect Costs</b>	<b>\$236,000</b>	<b>\$41,000</b>	<b>\$1,000</b>	<b>\$278,000</b>
<b>Other Direct Costs</b>				
Air Quality (Consultant)	\$9,000			\$9,000
Board Costs and Other Costs	\$37,550			\$37,550
Consultant (SB-1 Planning Grant)	\$355,000	(\$15,000)	\$5,800	\$345,800
Consultant (Public Outreach Coordination)	\$0			\$0
Consultant (Regional Housing Program)	\$120,000		(\$101,990)	\$18,010
Consultant (Measure Renewal)	\$350,000		\$10,000	\$360,000
Consultant (Lobbying&Intergovernmental)	\$78,000			\$78,000
MCTA Tax Recovery Services	\$10,000			\$10,000
MCTA Conference(s)/Travel	\$8,000			\$8,000
MCTA Fin Asst/Audits/Annual Report	\$36,000	\$4,000		\$40,000
MCTA Project Development	\$6,000			\$6,000
MCTC TDA Audits	\$15,000			\$15,000
MCTC TDA Other Admin Costs	\$7,500			\$7,500
Other MCTA Costs	\$9,000			\$9,000
Public Participation Program	\$30,000			\$30,000
RTP EIR	\$0			\$0
RTP/SCS Development	\$0			\$0
Technical/Modeling On-Call Services	\$100,000			\$100,000
Traffic Model & GIS Support	\$10,500			\$10,500
Traffic Monitoring Program	\$9,500			\$9,500
Translation Services	\$4,000			\$4,000
Triennial Performance Audits	\$40,000			\$40,000
<b>Subtotal Other Direct Costs</b>	<b>\$1,235,050</b>	<b>(\$11,000)</b>	<b>(\$86,190)</b>	<b>\$1,137,860</b>
<b>Total Expenses</b>	<b>\$2,571,222</b>	<b>\$31,597</b>	<b>(\$38,289)</b>	<b>\$2,564,530</b>
	\$0	\$0	\$0	\$0



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 9-A

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

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**SUBJECT:**

Executive Minutes – July 31, 2023 Special Meeting

**Enclosure:** Yes

**Action:** Approve July 31, 2023, Meeting Minutes

**SUMMARY:**

Attached are the Executive Minutes for the July 31, 2023, Madera County 2006 Transportation Authority Special Meeting.

**FISCAL IMPACT:**

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



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## EXECUTIVE MINUTES

**Date:** July 31, 2023  
**Time:** 3:00 pm  
**Place:** Madera County Transportation Commission  
In person and Zoom

**Members Present:** Commissioner Waseem Ahmed  
Commissioner Cecelia Gallegos  
Commissioner David Rogers  
Commissioner Robert Poythress  
Commissioner Jorgan Wamhoff – alternate

**Members Absent:** Commissioner Leticia Gonzelez  
Commissioner Jose Garcia

**MCTC Staff:** Patricia Taylor, Executive Director  
Troy McNeil, Deputy Director/Fiscal Supervisor  
Dylan Stone, Principal Regional Planner  
Jeff Findley, Principal Regional Planner  
Evelyn Espinosa, Senior Regional Planner  
Sandy Ebersole, Administrative Analyst

1. **CALL TO ORDER by Chair Ahmed**
2. **PLEDGE OF ALLEGIANCE**
3. **AUTHORITY – ACTION/DISCUSSION ITEMS**

3-A. Award Contract – Measure T Sales Tax Extension Public Outreach and Education

**Enclosure:** Yes

**Action:** Adopt a Resolution of the Madera County 2006 Transportation Authority to select DKS Associates, to implement the Measure T Sales Tax Extension Public Outreach and Education, and award an agreement to DKS Associates in the amount not to exceed \$360,000 - Resolution 23-01

**Administrative Action/Discussion on Item A**

Upon motion by Commissioner Poythress, seconded by Commissioner Rogers, to approve Item 3-A. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Gallegos	Yes
Commissioner Gonzalez	Absent
Commissioner Poythress	Yes
Commissioner Rodriguez	Absent
Commissioner Rogers	Yes
Commissioner Wamhoff – alt.	Yes

Vote passed 5-0

5. **ADJOURNMENT**

Meeting adjourned at 3:08 pm.

Respectfully Submitted,

Patricia S. Taylor  
Executive Director  
Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 9-B

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

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**SUBJECT:**

HdL Newsletter 1<sup>st</sup> Quarter 2023 – Measure T Sales Tax Update

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

Included in the packet for your information is the 1<sup>st</sup> Quarter Measure T Newsletter from HdL.

**FISCAL IMPACT:**

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

# MADERA COUNTY MEASURE T

## SALES TAX UPDATE

### 1Q 2023 (JANUARY - MARCH)



MADERA COUNTY MEASURE T

TOTAL: \$ 3,586,786

-4.4%

1Q2023



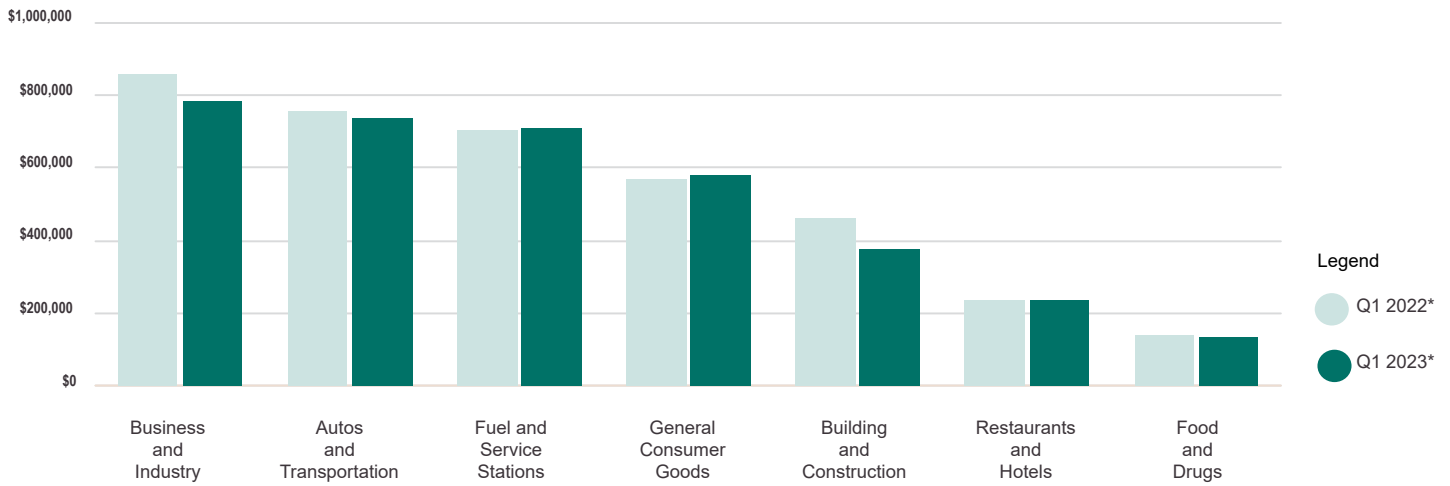
-1.1%

STATE



\*Allocation aberrations have been adjusted to reflect sales activity

#### SALES TAX BY MAJOR BUSINESS GROUP



#### MADERA COUNTY TRANSPORTATION COMMISSION - MEASURE T HIGHLIGHTS

Madera County Measure T's receipts from January through March were 3.8% below the first sales period in 2022. Excluding reporting aberrations, actual sales were down 4.4%.

The business-industry sector revenues were bleak from garden-agricultural supplies, warehouse-farm-construction

equipment, and heavy industrial merchants. Furthermore, the autos-transportation group experienced negative returns from used auto dealers during this period.

Building-construction collections were dismal as commodity prices continue to decline; contractors as well as plumbing-electrical supply vendors saw less demand

for their services. Restaurant-hotels experienced soft returns from casual dining as patrons become more price sensitive to the increased cost of eating out. In addition, the food-drug category had meager proceeds at convenience-liquor markets.

As people slowly return back to their workplace and travel, services stations continue to see slight growth even though gas prices are beginning to decline. Likewise, general consumer goods saw encouraging gains at general merchandise, family apparel, and specialty stores.

Net of aberrations, taxable sales for all of Madera County declined 6.6% over the comparable time period; the San Joaquin Valley was down 3.0%.

#### TOP NON-CONFIDENTIAL BUSINESS TYPES

##### Madera County Transportation Commission - Measure T

Business Type	Q1 '23*	Change	HdL State Change
Service Stations	606.9	3.0% ↑	-9.8% ↓
New Motor Vehicle Dealers	376.8	0.1% ↑	0.8% ↑
General Merchandise	191.4	8.1% ↑	11.8% ↑
Building Materials	185.2	-12.6% ↓	-9.8% ↓
Used Automotive Dealers	176.7	-10.0% ↓	-10.9% ↓
Contractors	143.5	-26.4% ↓	-12.7% ↓
Garden/Agricultural Supplies	135.8	-35.0% ↓	-18.9% ↓
Warehouse/Farm/Const. Equip.	120.2	-17.3% ↓	3.1% ↑
Quick-Service Restaurants	116.5	0.6% ↑	5.1% ↑
Light Industrial/Printers	111.8	46.1% ↑	0.5% ↑

\*Allocation aberrations have been adjusted to reflect sales activity

\*In thousands of dollars



## STATEWIDE RESULTS

California's local one cent sales and use tax receipts for sales during the months of January through March were 1.1% lower than the same quarter one year ago after adjusting for accounting anomalies. The first quarter of the calendar year experienced heavy rainfall and a slight pullback by consumers during this post-holiday period.

The building and construction sector was most impacted by wet weather conditions, especially contractors and paint/glass vendors. Furthermore, when coupled with year-over-year (YOY) lumber price declines, the sector saw a 9.7% statewide drop.

YOY declines in fuel prices at the pump reduced receipts from gas stations and petroleum providers. Even with OPEC's recent production cuts, the global cost of crude oil has remained steady setting up for moderate gas prices for travelers and commuters in the coming summer months. Retailers also selling fuel experienced a similar impact and when combined with weak results

from department stores, overall general consumer goods' returns slightly declined.

After multiple years of high demand for vehicles (especially high-end luxury and electronic/hybrid brands), along with inflation driving car prices higher, customers demand has softened with revenue slumping 1.3%. The return of available inventory later this calendar year may sustain downward pressure on activity, potentially giving buyers more leverage to negotiate lower prices.

Use taxes remitted via the countywide pools decreased 1.1%, marking the second consecutive quarter of decline. Cooling consumer confidence, expansion of more in-state fulfillment centers and retailers using existing locations to deliver goods tied to online orders continue to shift taxes away from the pools. While the offsetting effect was these revenues being allocated directly to jurisdictions where the goods were sourced, only a limited number of agencies benefited.

Spending at local restaurants and hotels continues to be robust. Patrons were unaffected by increased menu prices and wait times and maintained their willingness to dine out. In addition, investments in warehouse/farm/construction equipment was steady.

For the remainder of 2023 sales taxes may decrease modestly, then begin a nominal recovery in early 2024. Volatile economic indicators such as the Federal Funds rate, unemployment levels, and discretionary spending will influence outcomes. While it appears the Federal Reserve's actions to fight inflation is taking effect, any lasting downward pressure on consumer pricing could also hinder short term growth.

## MAJOR BUSINESS GROUP TRENDS BY COUNTY

Percent Change from 1st Quarter 2022 \*

	Autos/Tran.	Bldg/Const	Bus/ind.	Food/Drug	Fuel	Cons. Goods	Restaurants
<b>Fresno Co.</b>	-3.0%	-14.5%	-7.3%	4.5%	-7.9%	-1.1%	6.7%
<b>Kern Co.</b>	-1.2%	-18.7%	39.0%	-0.2%	-3.9%	-1.5%	5.5%
<b>Kings Co.</b>	-12.8%	9.6%	3.3%	-9.1%	-12.0%	-1.8%	4.6%
<b>Madera Co.</b>	-8.6%	-13.6%	-18.7%	-5.3%	-2.4%	-2.1%	-1.5%
<b>Merced Co.</b>	-4.2%	-8.9%	0.6%	-7.0%	-7.0%	-1.9%	8.3%
<b>San Joaquin Co.</b>	-1.0%	-15.9%	-11.7%	-1.6%	-9.1%	-3.4%	6.0%
<b>Stanislaus Co.</b>	-2.2%	-23.2%	6.5%	-6.0%	-8.3%	-1.0%	4.7%
<b>Tulare Co.</b>	-7.6%	-1.1%	-11.7%	-0.8%	-10.7%	-2.3%	7.4%

\*Allocation aberrations have been adjusted to reflect sales activity



**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 9-C

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

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**SUBJECT:**

Focus on the Future 2023 Conference

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

This year's Focus on the Future 2023 Conference will be held **October 29-31, 2023** at the Marriott Marquis, San Francisco.

The [Focus on the Future conference](#) provides a forum for Self-Help Counties (Measure counties, such as Madera – Measure T), and other transportation agencies, elected officials, and the private sector to share experiences, highlight upcoming projects, and interact in a virtual environment. The conference continues to be the premier transportation conference in California and brings over 800 people in attendance.

**Time is running out, please let Sandy Ebersole, on my staff, know if you are interested in attending this year's conference.** MCTC staff will make the appropriate conference and hotel reservation on your behalf. Sandy can be reached at [sandy@maderactc.org](mailto:sandy@maderactc.org).

**FISCAL IMPACT:**

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





**STAFF REPORT**  
Board Meeting of September 20, 2023

**AGENDA ITEM:** 10-A

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

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**SUBJECT:**

Measure T Renewal Update

**Enclosure:** No

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

**SUMMARY:**

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

**FISCAL IMPACT:**

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