



Meeting of the
Madera County Transportation Commission
Policy Board Meeting

LOCATION

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

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

DATE

February 17, 2021

TIME

3:00 PM

Policy Board Members

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

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

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



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

SPECIAL NOTICE

Important Notice Regarding COVID 19

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

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

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

<https://attendee.gotowebinar.com/register/2304375574093720076>

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

You can also dial in using your phone

1 (213) 929-4421 or 1 (877) 309-2074 (Toll Free)

Access Code: 543-637-236

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

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to publiccomment@maderactc.org or by calling 559-675-0721 **no later than 10:00 am on 2/17/2021**. Comments will be shared with the Policy Board and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

AGENDA

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

INTERPRETING SERVICES

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

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

MEETING CONDUCT

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

RECORD OF THE MEETING

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

Agenda

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

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

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. **TRANSPORTATION CONSENT ITEMS**

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

A. Letter of Support: Distribution of Federal H.R. 133 Highway Funds for California

Enclosure: Yes

Action: Information and Discussion Only

B. Caltrans Interregional Transportation Strategic Plan

Enclosure: Yes

Action: Direct MCTC staff to draft a letter supporting the inclusion of SR 41 from San Joaquin River to Yosemite National Park for inclusion in the Interregional Transportation Strategic Plan (ITSP)

C. Performance Measure 1: Safety Target Acceptance

Enclosure: Yes

Action: Adopt the statewide targets for all five safety performance measures for 2021

- D. San Joaquin Valley Regional Early Action Planning (REAP) Workshop
Enclosure: Yes
Action: Information and Discussion Only
- E. List of Transportation Acronyms
Enclosure: Yes
Action: Information and Discussion Only
- F. State Budget and Allocation Capacity and Development Process for the 2022 State Transportation Improvement Program Fund Estimate
Enclosure: Yes
Action: Information and Discussion Only
- G. Initiate FY 2021-2022 Unmet Transit Needs Public Hearing Process
Enclosure: Yes
Action: Information and Discussion Only
- H. Baseline Agreement - State Route 99 Madera South (Avenue 7 to Avenue 12)
Enclosure: Yes
Action: Authorize Executive Director to execute a Trade Corridor Enhancement Project Baseline Agreement for the Right of Way Phase of the Avenue 7 to Avenue 12 Project
- I. California High Speed Rail Authority Revised Draft 2020 Business Plan
Enclosure: No
Action: Information and Discussion Only
- J. Open House for the SR 41/Ave 9 Sustainable Corridors Study
Enclosure: Yes
Action: Information and Discussion Only
- K. Valley Voice – Sacramento Trip
Enclosure: No
Action: Information and Discussion Only

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

- L. Introduction to Metropolitan Transportation Planning Process - MCTC 101, Part 1 of 2
Enclosure: Yes
Action: Information and Discussion Only

- M. 2021 Federal Transportation Improvement Program (FTIP) and Draft Air Quality Conformity Analysis

Enclosure: No

Action: Approve the 2021 FTIP and Corresponding Air Quality Conformity Analysis – Resolution 21-01

- N. Response to Grand Jury Report – Final Report 1920-02, entitled “Unmet Transit Needs in Madera County: Riders without Routes.”

Enclosure: Yes

Action: Authorize Chair and Director to sign the letter of response and submit to the Supervising Judge of the Grand Jury and Madera County Grand Jury pursuant to Penal Code Section 933

- O. CalCOG Virtual Leadership Forum, March 22-23, 2021

Enclosure: No

Action: Information and Discussion Only

- P. San Joaquin Valley Household Travel Survey

Enclosure: Yes

Action: Information and Discussion Only

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

7. ADMINISTRATIVE CONSENT ITEMS

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

- Q. Executive Minutes – January 20, 2021

Enclosure: Yes

Action: Approve Minutes

- R. Transportation Development Act (TDA): Local Transportation Fund (LTF), State Transit Assistance (STA), and State of Good Repair (SGR) 2021-22 Estimates

Enclosure: Yes

Action: Information and Discussion Only

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

S. FY 2021-22 Draft Overall Work Program & Budget

Enclosure: No

Action: Authorize circulation of Draft 2021-22 Overall Work Program and Budget for agency review

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.

T. Measure T FY 2020-21 Allocation Amendment No. 1

Enclosure: Yes

Action: Approve amended allocation

10. AUTHORITY – ACTION/DISCUSSION ITEMS

U. Measure T Citizens' Oversight Committee Member Recognition

Enclosure: No

Action: Recognize outgoing member for service

V. Measure T Citizens' Oversight Committee Vacancies

Enclosure: No

Action: Information and Discussion Only

OTHER ITEMS

11. MISCELLANEOUS

W. Items from Caltrans

- X. Items from Staff
- Y. 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 February 17, 2021

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

SUBJECT:

Letter of Support: Distribution of Federal H.R. 133 Highway Funds for California

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The state was recently awarded \$900 million in discretionary federal transportation stimulus funding. Traditionally, these funds have been allocated to every MPO/RTPA in the state. The most recent example was ARRA in 2009. There is concern that may not be the case this time around. Regions across the state are weighing in on this with the preference being a “block grant” type allocation to our counties/MPOs for local discretion and flexibility.

Included in the MCTC Policy Board package is a copy of a letter signed by SJV Regional Policy Council, Chair Poythress, requesting that the \$900 million identified for California be allocated to regional agencies through the traditional Surface Transportation Block Grant (STBG) formula which provides flexible funding to help deliver critical projects.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.



Mr. David Kim
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

January 28, 2021

RE: Distribution of Federal H.R. 133 Highway Funds for California

Dear Secretary Kim:

The San Joaquin Valley Regional Planning Agencies Policy Council (Policy Council) is thankful for the partnership with the State of California as we collaboratively work together to ensure our multi-modal transportation infrastructure continues to be safe and reliable while putting thousands of Californians to work to assist with the economic recovery from the impacts of the COVID-19 pandemic.


As part of the *Coronavirus Response and Relief Supplemental Appropriations Act*, H.R. 133, which was signed into law on December 27, 2020, California will receive approximately \$900 million of the \$10 billion that is provided for states through the Surface Transportation Block Grant (STBG) program. Per H.R. 133, funds can be programmed to STBG eligible projects as well as for preventative maintenance, routine maintenance, operations, and personnel.


Similar to the 2009 American Recovery and Reinvestment Act (ARRA), the Policy Council requests that the \$900 million identified for California be allocated to regional agencies through the traditional STBG formula which provides flexible funding to help deliver critical projects. H.R.133 allocates STBG funds directly to large Metropolitan Planning Organizations (MPOs) as direct recipients of funds. We respectfully request that small MPOs also be direct recipients of STBG funds. To expedite project delivery and economic relief, especially in smaller regions, we ask that the State also consider exchanging the federal STBG funds for state funds for agencies that participate in the STBG State Exchange program. Metropolitan Planning Organizations and Regional Transportation Planning Agencies have shovel-ready projects that can utilize funding immediately. These projects address safety, reducing greenhouse gas emissions, equity and provide multi-modal options for all users to help strengthen our transportation network.


If you have any questions, please contact Terri King, Chair of the San Joaquin Valley Regional Planning Agencies' Directors' Committee, at (559) 852-2678 or terri.king@co.kings.ca.us.


Sincerely,

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

 (559) 266-6222

 (559) 314-6015

 1401 19th Street, Suite 300
Bakersfield, CA 93301

 <http://sjvcogs.org/>

cc: The Honorable Joaquin Arambula, Assembly Member, 31st District
The Honorable Frank Bigelow, Assembly Member, 5th District
The Honorable Andreas Borgeas, Senator, 8th District
The Honorable Anna Caballero, Senator, 12th District
The Honorable Susan Talamantes Eggman, Senator, 5th District
The Honorable Heath Flora, Assembly Member, 12th District
The Honorable Vince Fong, Assembly Member, 34th District
The Honorable Adam Gray, Assembly Member, 21st District
The Honorable Shannon Grove, Senator, 16th District
The Honorable Melissa Hurtado, Senator, 14th District
The Honorable Devin Mathis, Assembly Member, 26th District
The Honorable Jim Patterson, Assembly Member, 23rd District
The Honorable Rudy Salas Jr., Assembly Member, 32nd District
The Honorable Carlos Villapadua, Assembly Member, 13th District
Ronda Paschal, Deputy Legislative Secretary, Governor Newsom
Mark Tollefson, Deputy Legislative Secretary, Governor Newsom
Elissa Konove, Undersecretary, California State Transportation Agency
Mitch Weiss, Executive Director, California Transportation Commission
Toks Omishakin, Director, California Department of Transportation
Tony Boren, Executive Director, Fresno Council of Governments
Ahron Hakimi, Executive Director, Kern Council of Governments
Terri King, Executive Director, Kings County Association of Governments
Patricia Taylor, Executive Director, Madera County Transportation Commission
Stacie Guzman, Executive Director, Merced County Association of Governments
Diane Nguyen, Executive Director, San Joaquin Council of Governments
Rosa DeLeón Park, Executive Director, Stanislaus Council of Governments
Ted Smalley, Executive Director, Tulare County Association of Governments
Members of the San Joaquin Valley Regional Planning Agencies Policy Council



STAFF REPORT
Board Meeting of February 17, 2021

AGENDA ITEM: 4-B

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

Caltrans Interregional Transportation Strategic Plan

Enclosure: Yes

Action: Direct MCTC staff to draft a letter supporting the inclusion of SR 41 from San Joaquin River to Yosemite National Park for inclusion in the Interregional Transportation Strategic Plan (ITSP)

SUMMARY:

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

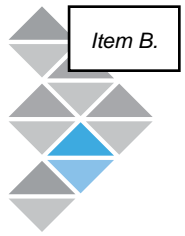
Caltrans conducted three virtual workshops for the Northern, Central (Central Valley/Central Coast) and Southern Regions of the State. The presentation may be found [here](#). Additional information about the ITSP Plan may be found on the [2021 ITSP Website](#) and the [ITSP Website](#).

The Madera County Transportation (MCTC) has previously requested the inclusion of State Route (SR) 41 through Madera County in the ITSP in previous years. The 2020 Creek Fire demonstrates the need for safety improvements as the primary evacuation route for the foothill and mountainous areas of Eastern Madera County. SR 41 is also the southern access

to Yosemite National Park. SR 41 is the primary arterial providing access to Yosemite National Park and the Eastern Madera County region.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.



ITSP 2021 Fact Sheet

About ITSP 2021 Update

Efforts are currently underway to update the California Transportation Plan (CTP), which is the State’s long-range transportation plan. It creates a vision that articulates strategic goals, policies, and recommendations to eliminate transportation disparities, improve multimodal mobility and accessibility while reducing Greenhouse Gas emissions and climate change impacts. The Interregional Transportation Strategic Plan (ITSP) will implement the interregional portion of the CTP and is required to be consistent with the most current iteration of the CTP.

Draft CTP 2050 Goals (June 2020)



SAFETY

Provide a safe and secure transportation system



CLIMATE

Advance climate stewardship and resilience



EQUITY

Eliminate transportation burdens across all communities, particularly low-income communities, communities of color, and people with disabilities



ACCESSIBILITY

Improve multimodal mobility and access to destinations for all users



QUALITY OF LIFE & PUBLIC HEALTH

Enable vibrant, healthy communities



ENVIRONMENT

Enhance environmental health and reduce negative transportation impacts



ECONOMY

Support a vibrant, resilient economy



INFRASTRUCTURE

Maintain a high-quality, resilient transportation system

ITSP Purpose, Statewide Goals and Priorities

The purpose of the ITSP will be to provide guidance and prioritization through interregional corridor analysis for projects focused on improving travel access for people and goods on the State’s Interregional Transportation System in a safe, equitable, sustainable, multi-modal manner.

The 2021 ITSP will include information on new Statewide policies, legislation, and funding, to reassess and update the purpose and objectives in order to:

- ▶ Align with the California Transportation Plan (CTP) 2050 and other Caltrans and Statewide plans such as, but not limited to:
 - California Freight Mobility Plan (CFMP)
 - California Sustainable Freight Action Plan
 - California State Rail Plan
 - California Bicycle and Pedestrian Plan (Toward an Active California)
- ▶ Align with statewide goals and priorities such as:
 - Senate Bill 743 – Reduction in Vehicle Miles Traveled (VMT)
 - Executive Order N-19-19 – meeting Statewide Climate Change and Greenhouse Gas emissions reductions goals
- ▶ Update the Strategic Interregional Corridors and Priority Interregional Facilities as needed
- ▶ Review and update the Project Selection Criteria
- ▶ Identify near, medium, and long-term interregional travel priorities

Collaboration and Engagement

Caltrans will collaborate and engage with Regional Transportation Planning Agencies (RTPAs), Metropolitan Planning Organizations (MPO), the Rural Counties Task Force (RCTF), the Native American Advisory Committee (NAAC), the California Association of Council of Governments (CalCOG), Community Based Organizations, and others to gather their input for the 2021 ITSP update. Updates to the Project Selection Criteria will influence how projects in the ITIP will be selected, and Caltrans will work with California Transportation Commission (CTC) staff to reflect them in the State Transportation Improvement Program (STIP) Guidelines.

Schedule

Community and Stakeholder Engagement – Fall 2020 /Winter 2021

ITSP Draft – Spring/Summer 2021

Public Review Period – Summer/Fall 2021

Finalized 2021 ITSP Published – December 2021



Interregional Project Development



INTERREGIONAL PLAN

Interregional Transportation
Strategic Plan



Stakeholder Workshop

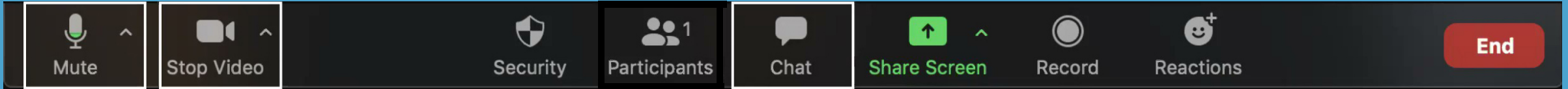
Presented by Caltrans

Welcome

Marlon Flournoy
Chief, Division of Transportation Planning

Virtual participation on Zoom

Item B.



1 Audio & Video

Please mute when not speaking

Computer

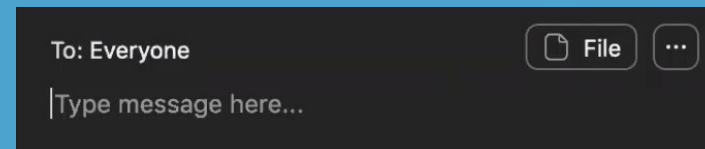
- Use the toolbar to mute or unmute yourself
- Use Video icon to stop or start video

Phone

- Use the mute function on your phone to mute or unmute yourself

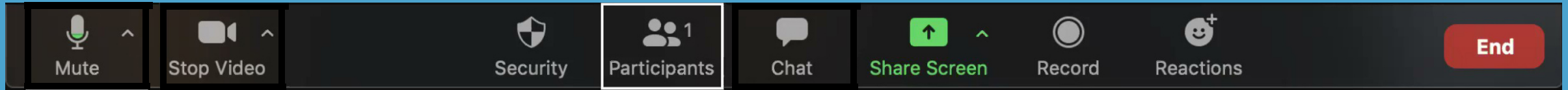
2 Chat

- Select icon on the toolbar to open / close the chat window
- Type in your comment / question to the facilitator



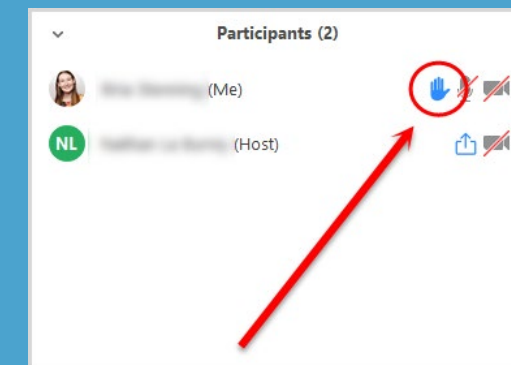
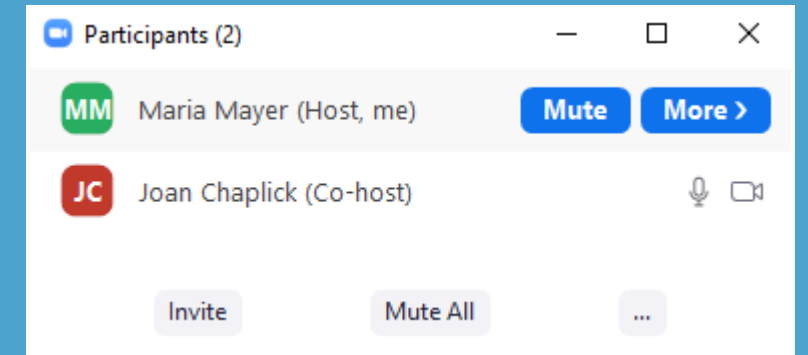
Virtual participation on Zoom

Item B.



Participants

- Select icon on the toolbar to open the participants' window
- Select 'Raise Hand' button to indicate you wish to speak; deselect once you've been called on
- Click on "More" and use "Rename" to change name on screen



Agenda

- I. Opening Remarks
- II. Workshop Overview
- III. About the ITSP
- IV. Poll Questions
- v. Break-Out Group Discussions
- VI. Facilitator Report Out
- vii. Next Steps and Wrap-Up

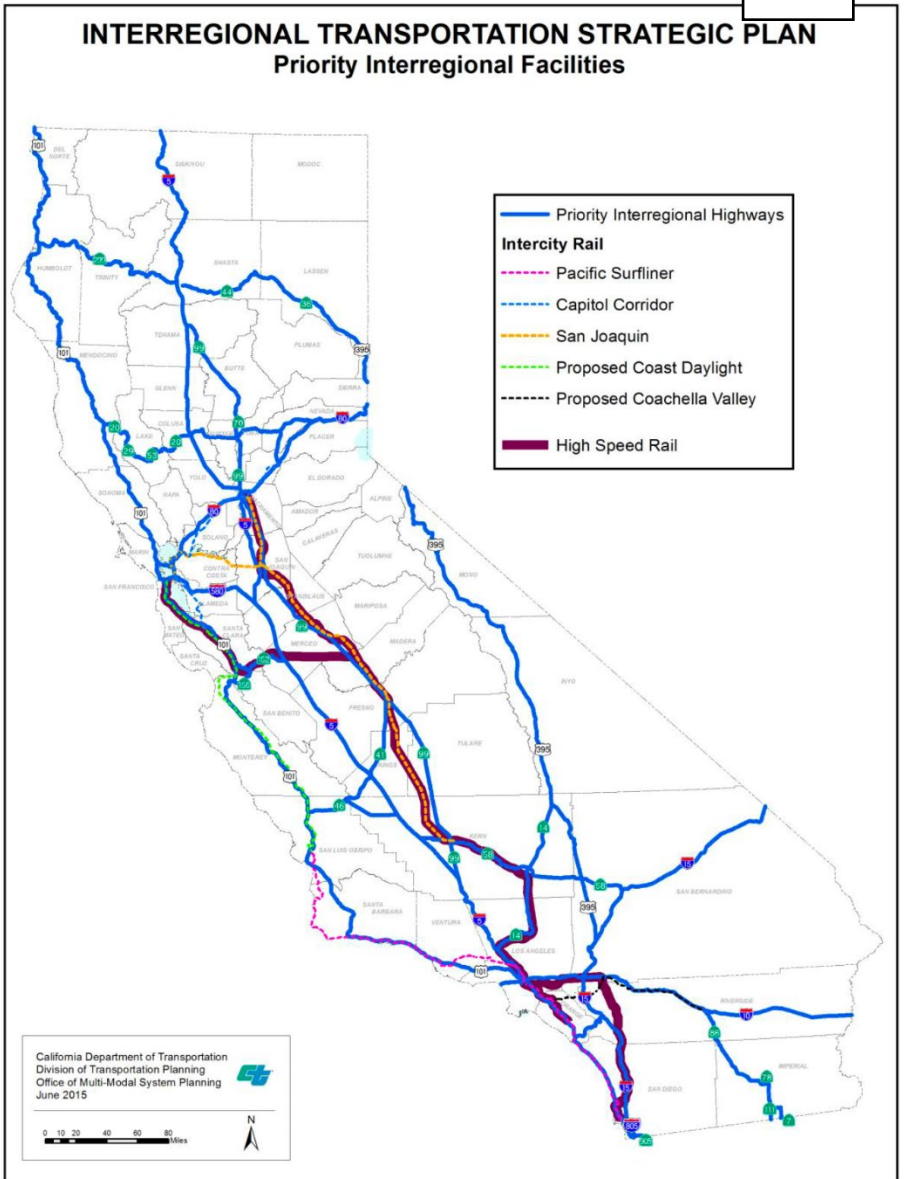
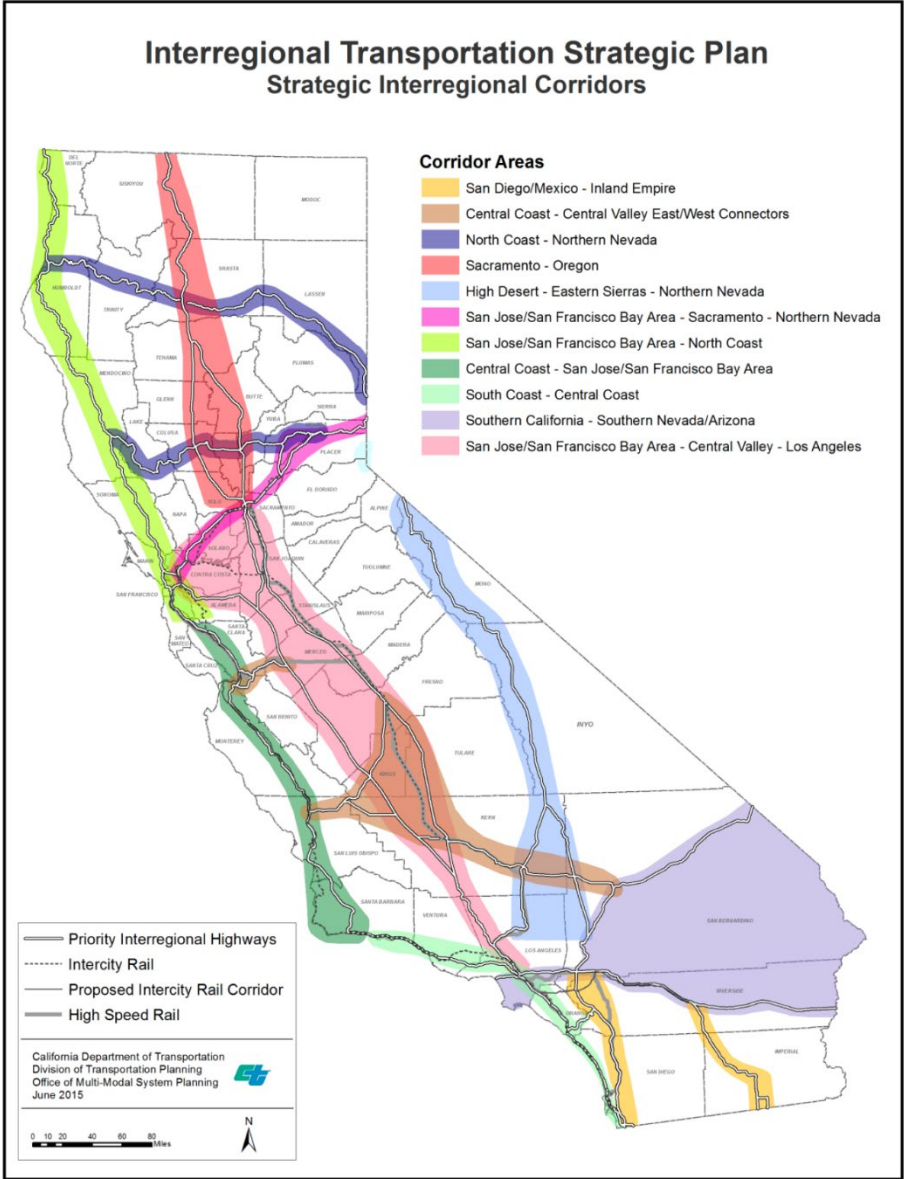


About the ITSP

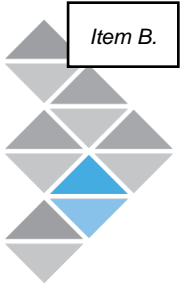


- ◆ 1998 – First Interregional Transportation Plan (ITSP) was developed
 - ◆ Focused on improving the movement of people, vehicles, and goods
 - ◆ Provide guidance and prioritization to Interregional Transportation Improvement Program (ITIP) for Caltrans
- ◆ 2015 – ITSP updated to be consistent with CTP 2040
 - ◆ Identified 11 Strategic Interregional Corridors and Priority Interregional Facilities
 - ◆ Considered short, medium, and long-term interregional needs on the facilities identified in the 11 Corridors using ITIP and other potential program funds.

2015 Strategic Interregional Corridors and Facilities



Vision



◆ The ITSP will:

- ◆ Provide a framework on how it will implement CTP 2050 and align with the California State Rail Plan, California Freight Mobility Plan, and Climate Action Plan for Transportation Infrastructure (CAPTI)
- ◆ Provide guidance and prioritization through interregional corridor analysis for projects focused on improving interregional movement for people and goods on the State's Transportation System

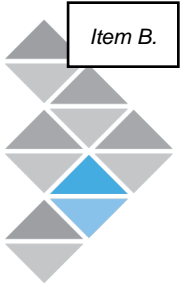
Implementation

How the ITSP is Implemented

- ◆ Project Selection Criteria in State Transportation Improvement Program (STIP) Guidelines for ITIP
- ◆ Corridor Plan Guidance
- ◆ District System Planning Corridor Plans

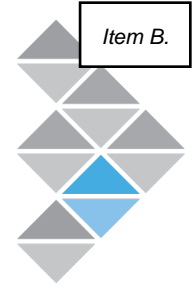
Funding Opportunities

- ◆ State Highway Operations and Protection Program (SHOPP)
- ◆ Solutions for Congested Corridors Program
- ◆ Trade Corridor Enhancement Program
- ◆ Local/Regional Funds (RTIP, Count Sales Tax)
- ◆ Federal Grants



◆ What is CAPTI

- ◆ A plan to meet California's Climate Goals
 - ◆ Executive Order N-19-19
 - Aligning funding priorities to meet State's Climate Scoping Plan (this is how it affects the ITSP since it does have influence over the ITIP)
 - ◆ Executive Order N-79-20
 - Zero-Emission Vehicles state goal, reinforces clean transportation options as outlined in N-19-19.
- ◆ CAPTI's Vision are the CTP 2050 Goals



CTP 2050 Goals

Safety
Provide a safe and secure transportation system

Climate
Achieve statewide GHG emissions reduction targets and expand resilience to climate change

Equity
Eliminate transportation burdens across all communities, particularly low-income communities, communities of color, and people with disabilities

Accessibility
Improve multimodal mobility and access to destinations for all users

Quality of Life & Public Health
Enable vibrant, healthy communities

Economy
Support a vibrant, resilient economy

Environment
Enhance environmental health and reduce negative transportation impacts

Infrastructure
Maintain a high-quality, resilient transportation system

Polling Questions

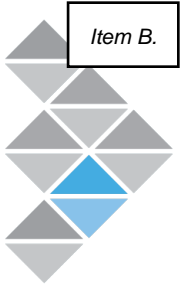
Polling Question 1



◆ Please select the three California Transportation Plan 2050 Goals that you would prioritize:

1. Safety
2. Climate
3. Equity
4. Accessibility
5. Environment
6. Economy
7. Quality of Life & Public Health
8. Infrastructure

Polling Question 2



- ◆ How can the ITSP improve multimodal connectivity through the ITSP?
 - ◆ Improve frequency of intercity rail and bus services
 - ◆ Enhance bicycle and pedestrian infrastructure
 - ◆ Enhance transit connections to transportation hubs that can link to Intercity Passenger Rail, Bus Service, and High-Speed Rail
 - ◆ Promote integration and reliable travel time information across modes to improve transfer times

Polling Question 3



- ◆ What is your biggest concern regarding the future of interregional freight movement?
 - ◆ Infrastructure
 - ◆ Congestion
 - ◆ Restrictions (examples: bridge height, STAA Standards)
 - ◆ Other Drivers
 - ◆ Construction
 - ◆ Other (please identify in the Chat)

Polling Question 4



- ◆ Considering COVID-19's effects on access to education, healthcare and commerce, is access to reliable high-speed internet a concern in your communities?
 - ◆ No concern
 - ◆ Low level of concern
 - ◆ Moderate level of concern
 - ◆ High level of concern

Polling Question 5



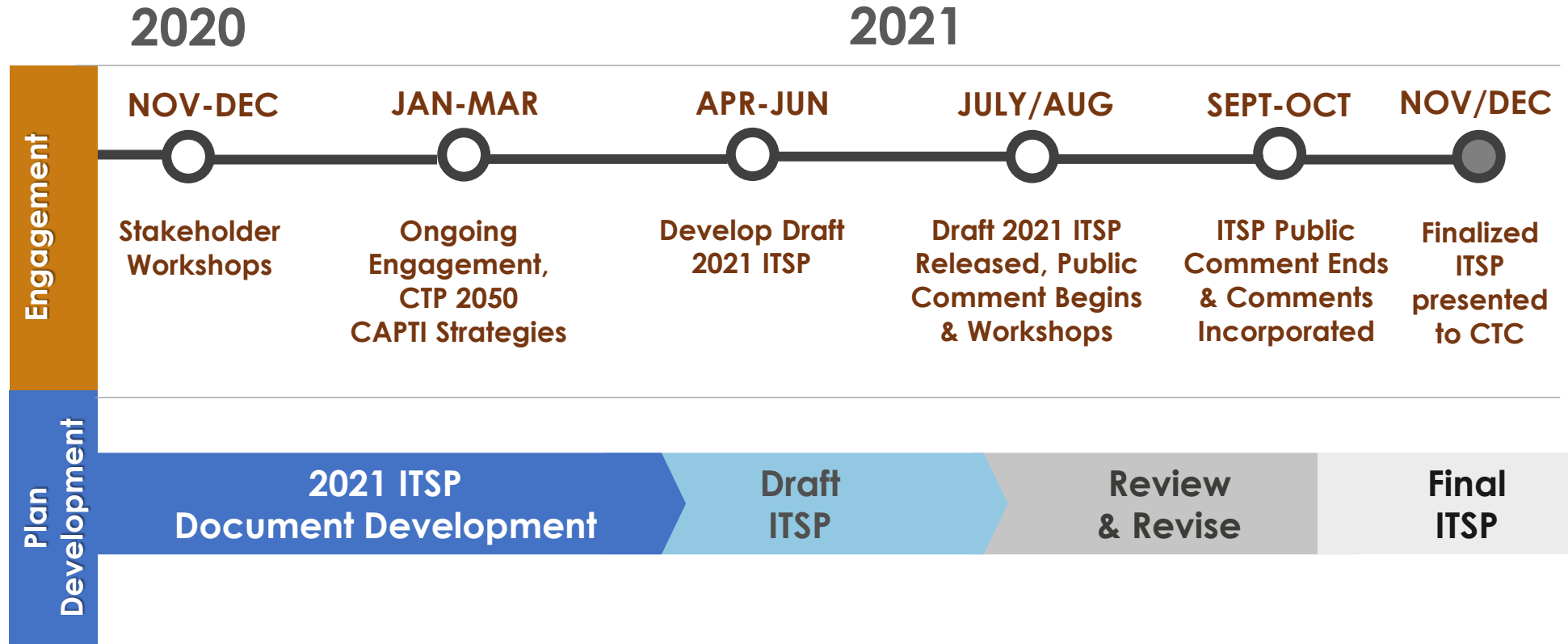
- ◆ How much does tourism and recreational travel contribute to your local or regional economy??
 - ◆ No contribution
 - ◆ Low level of contribution
 - ◆ Moderate level of contribution
 - ◆ High level of contribution

Break-Out Discussions

Facilitator Report Out

Facilitator Report Out

ITSP Timeline



Contact Us



ITSP Website

<https://www.caltrans-itsp2021.org/>

Email

itsp@dot.ca.gov



STAFF REPORT
Board Meeting of February 17, 2021

AGENDA ITEM: 4-C

PREPARED BY: Evelyn Espinosa, Associate Regional Planner

SUBJECT:

Performance Measure 1: Safety Target Acceptance

Enclosure: Yes

Action: Adopt the statewide targets for all five safety performance measures for 2021

SUMMARY:

The Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) require metropolitan planning organizations (MPOs) to set targets for a series of transportation-related performance measures. Last year, the 2018 safety targets (PM1) were established and approved and included in the 2018 Regional Transportation Plan (RTP). Since it is an annual target, MCTC's 2021 safety performance targets need to be set by February 2021 for the following five performance measures:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities and serious injuries

MCTC Staff participated in the 2021 PM1 statewide coordination efforts. During the workshops and webinars, the consensus was to select the use of a trend line, which extrapolates the existing changes in fatalities and serious injuries into the future. The statewide target aims for a 2.9 percent annual reduction for fatalities and 1.3 percent annual reduction for serious injuries. Included is the analysis with MCTC's targets.

Staff recommends adopting the statewide targets for all five safety performance measures for 2021.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.

SAFETY PERFORMANCE MEASURE TARGET (PM1)

Background

The California Department of Transportation (Caltrans), in cooperation with the State Office of Traffic Safety (OTS), set five annual Safety Performance Management Targets (SPMTs) for all public roads on August 31, 2018 for the 2019 calendar year. Caltrans set these targets pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141), and the federal Safety Performance Management Final Rule, which adds Part 490 to Title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150.

Under these regulations, all states must establish statewide targets for each of the safety performance measures. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any or all the measures. Targets will be established annually.

The new regulations also require Caltrans, as the state DOT, to coordinate with California’s Metropolitan Planning Organizations (MPOs) on establishment of targets, to the maximum extent practicable. A series of workshops were conducted in 2019 to meet this requirement. States will report targets to the FHWA in the HSIP report due in August of each year.

On August 31, 2020, Caltrans established the 2021 PM1 targets. Statewide targets that are applicable to the Madera County region are presented in Table 1. MCTC Staff participated in the 2021 PM1 statewide efforts. During the workshops and webinars, the consensus was to establish targets using a trend line methodology to extrapolate existing data to set targets in a data-driven process. Based on the discussions during Caltrans’ coordination efforts, MCTC staff is recommending that MCTC supports the statewide targets.

Table 1: Statewide Safety Targets

Performance Target	Data Source	5- Yr. Rolling Average 2021	Percent Reduction for 2021
Number of Fatalities	FARS	3,624.8	2.9%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.044	2.9%
Number of Serious Injuries	SWITRS	15,419.4	1.3%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.423	1.3%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,340.8	2.9 % for Fatalities and 1.3% for Serious Injuries

Notes: The targets highlighted in gray are set in coordination with OTS. FARS is the Fatality Analysis Reporting System maintained by NHTSA (National Highway Traffic Safety Administration). FARS contains data on all crashes involving a fatality. HPMS is the Highway Performance Management System that estimates VMT on public roadways. SWITRS is the Statewide Integrated Traffic Accident Reporting System which tracks all reported accidents in California.

All MPOs, including MCTC, must establish targets for the same five safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes each target. (i.e., by February 27, 2021.) The targets are to be established in coordination with the State, to the maximum extent practicable. MCTC can either agree to support the Caltrans targets or establish numerical targets

specific to the MCTC planning area. MPOs’ targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

A State is considered to have met or made significant progress toward meeting its safety targets when at least four of the five targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target year. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment only for safety projects. States must also develop a HSIP Implementation Plan.

The 2021 PM1 targets will be the fourth iteration of the TPM regulation and FHWA has begun assessing statewide targets. In April 2020, FHWA assessed California’s 2018 PM 1 targets and has determined that the state has not met or made significant progress towards meeting targets. As mentioned above, there are no impacts on MPO’s and local agencies, but will affect how California can use its federal HSIP funds.

Target Selection Methodology for the State and MCTC

Caltrans held a virtual workshop on July 20, 2020 to discuss the 2021 statewide PM1 targets with MPOs and other stakeholders. Three possible scenarios for setting the targets were discussed at the workshop which included: 1) an aspirational trend such as reaching zero fatalities by 2050; 2) a target based on estimated impacts from completed activities and projects; and 3) a trend line, which extrapolates the existing changes in fatalities and serious injuries into the future.

During the workshop, it was decided that the third scenario would be used to set the statewide 2021 PM1 targets. A trend line would be used to extrapolate the existing data in fatalities and serious injuries into the future and is a data-driven process.

MCTC used Caltrans’ methodology to develop the 2021 safety performance measure targets for Madera County by applying the statewide percentage reduction targets shown in Table 1 above. Results are shown in Table 2.

Table 2: Recommended Madera County Safety Targets for 2021

Performance Target	Data Source	5- Yr. Rolling Average (2021) for Madera	Percent Reduction (2021)	Numerical Target (2021)
Number of Fatalities	FARS	33.2	2.9%	32
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.9	2.9%	1.9
Number of Serious Injuries	SWITRS	91.6	1.3%	90.2
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	5.3	1.3%	5.2
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	12.9	2.9 % for Fatalities and 1.3% for Serious Injuries	12



STAFF REPORT
Board Meeting of February 17, 2021

AGENDA ITEM: 4-D

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

San Joaquin Valley Regional Early Action Planning (REAP) Workshop

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The California Department of Housing and Community Development (HCD) in collaboration with the San Joaquin Valley Regional Planning Agencies will be hosting a virtual workshop on the REAP Grant Program for San Joaquin Valley jurisdictions on Tuesday, February 23, 2021 from 2:00 pm to 3:30 pm. Registration for the workshop may be found here: [REAP Workshop](#)

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.

Hello San Joaquin Valley Jurisdictions

The California Department of Housing and Community Development (HCD) in collaboration with the San Joaquin Valley Regional Planning Agencies will be hosting a virtual workshop on the REAP Grant Program for San Joaquin Valley jurisdictions on **Tuesday, February 23, 2021 from 2:00 pm – 3:30 pm.**

More details below.

The Regional Early Action Planning (REAP) program



The Local Government Planning Support Grants Program (AB 101) was established to provide regions and jurisdictions with one-time grant funding for planning activities to meet the sixth cycle of the regional housing needs assessment, and to spur affordable housing production.

A total of \$18.9 million in Regional Early Action Planning (REAP) grant funds was allocated to the eight San Joaquin Valley Regional Planning Agencies for housing planning activities through 2023.

Please join us on Tuesday, February 23, 2021 at 2pm to learn about the REAP program for the San Joaquin Valley. Topics include:

- Overview of the REAP program.
- Funds available to your city or county to increase housing production.
- Combining LEAP and REAP funds for planning activities.
- Eligible uses of funds, including using REAP funds for staffing.
- Communicate your technical assistance needs.

Please click on the workshop registration link below to sign up!

<https://register.gotowebinar.com/register/3101378567409145615>

This meeting will be interactive and conducted online. Meeting participants can join by desktop, tablet, and phone. Please register for the meeting at the link above to receive further information about how to join!

For questions, please contact: Sohab Mehmood
sohab.mehmood@hcd.ca.gov or Robert Phipps, Deputy Director, Fresno
 Council of Governments rphipps@fresnocog.org or (559) 233-4148



STAFF REPORT
Board Meeting of February 17, 2021

AGENDA ITEM: 4-E

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

List of Transportation Acronyms

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Included in your packet is a list of commonly used transportation acronyms.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.

Transportation Acronyms

AB	Assembly Bill
ADA	Americans with Disabilities Act
AWP	Annual Work Program
CALTRANS	California Department of Transportation
CAG	County Association of Governments
CATX	Chowchilla Area Transit Express
CIP	Capital Improvement Plan
CMAQ	Congestion Mitigation Air Quality
COG	Council of Governments
CTC	California Transportation Commission
DBE	Disadvantaged Business Enterprise
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FAST ACT	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP/TIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas
GIS	Geographic Information System
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IIP	Interregional Improvement Plan
IPG	Intermodal Planning Group
LTF	Local Transportation Fund
MAP 21	Moving Ahead for Progress in the 21st Century
MAX	Madera Area Express
MCC	Madera County Connection
MCTA	Madera County Transportation Authority
MCTC	Madera County Transportation Commission
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
OWP	Overall Work Program

PAC	Policy Advisory Committee
PM-2.5	Particulate Matter (2.5 micros or less)
PM-10	Particulate Matter (10 microns or less)
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB	Senate Bill
SIP	State Implementation Plan
SJVAPCD	San Joaquin Valley Air Pollution Control District
SHOPP	State Highway Operation and Protection Program
SRTDP	Short Range Transit Development Plan
SSTAC	Social Service Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
TAB	Transit Advisory Board
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zones
TCM	Traffic Control Measures
TDA	Transportation Development Act
TDP	Transit Development Plan
VMT	Vehicle Miles Traveled
YARTS	Yosemite Area Regional Transportation System
YATI	Yosemite Area Transportation Information



STAFF REPORT
Board Meeting of February 17, 2021

AGENDA ITEM: 4-F

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

State Budget and Allocation Capacity and Development Process for the 2022 State Transportation Improvement Program Fund Estimate

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

State staff provided updates on the State Budget and Allocation Capacity and the development process for the 2022 State Transportation Improvement Program (STIP) Fund Estimate during the January 26, 2021 Statewide Regional Transportation Planning Agencies meeting and the California Transportation Commission (CTC) meeting on January 27, 2021. The presentations are included for informational purposes.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.

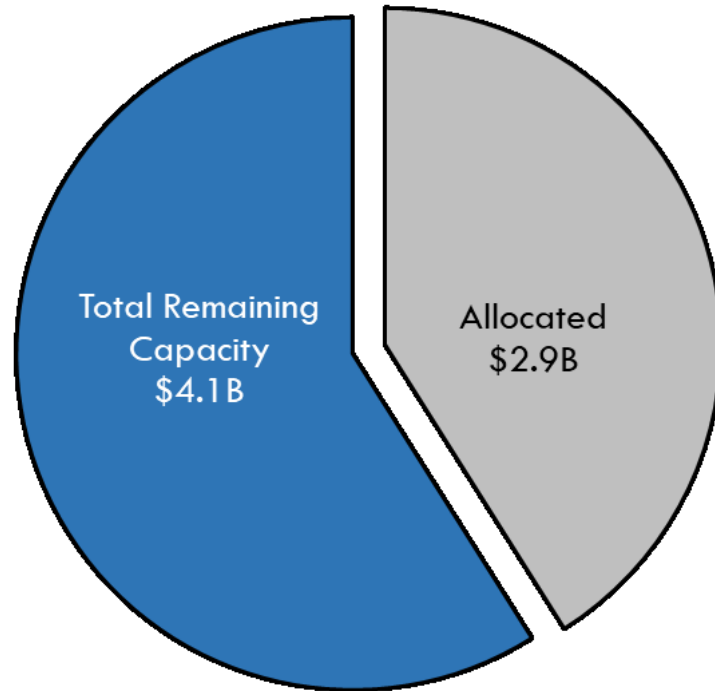


Budget and Allocation Capacity Update

Presented to the
California Transportation Commission

41% of 2020-21 Capacity Allocated Through December 2020

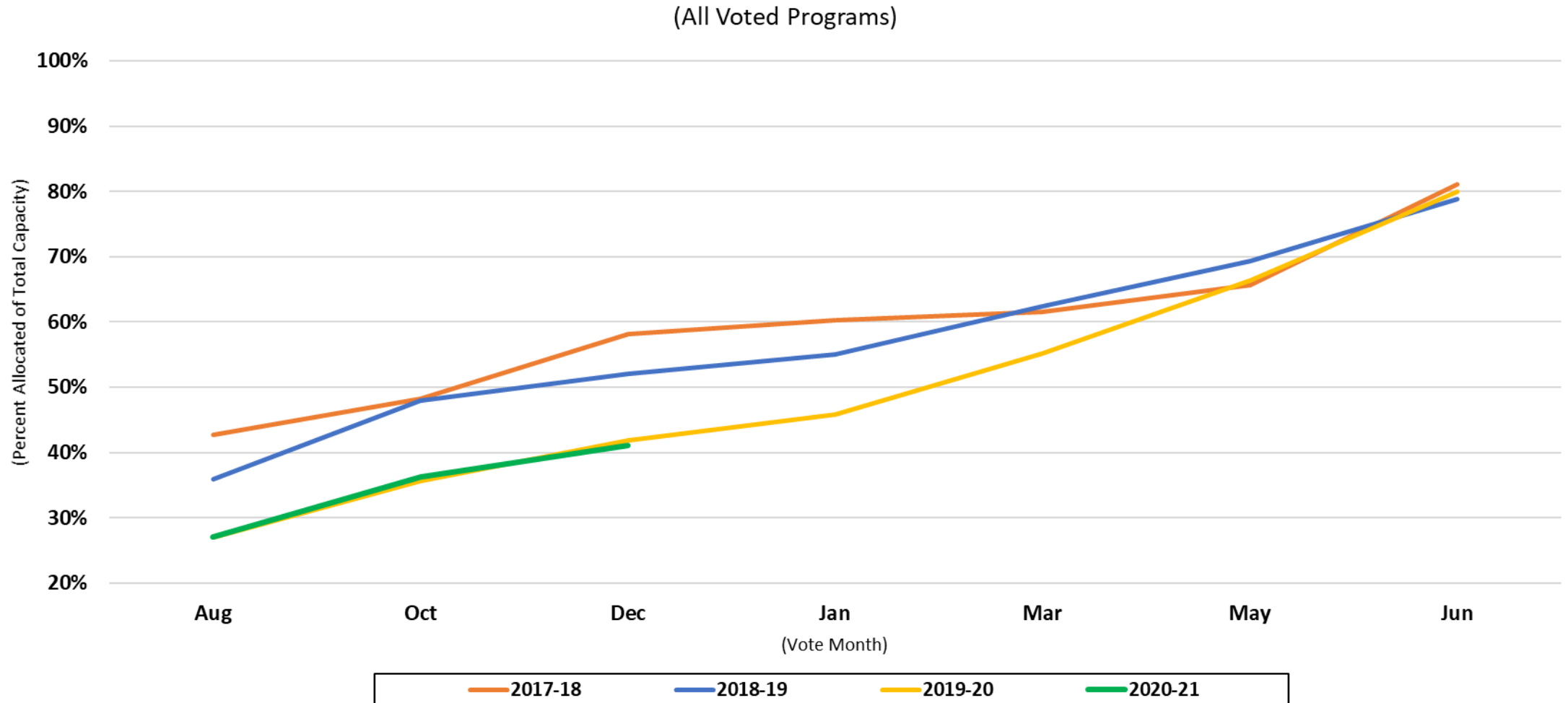
\$7 Billion Allocation Capacity



Program	Allocated	
SHOPP¹	\$ 2,018	60%
STIP¹	\$ 250	43%
TIRCP	\$ 219	22%
LPP	\$ 12	4%
SCCP	\$ 186	50%
TCEP	\$ 115	15%
Other²	\$ 90	14%

1. Includes authorized changes and rescissions through November totaling -\$139 million for the SHOPP and \$3 million for STIP.
2. Other represents Aero, ATP and Bonds.
Amounts may not sum to totals due to independent rounding.

2020-21 Allocations Through December Commission Meeting



2020-21 Transportation Revenue Update

2020-21 (through December)	Enacted Budget ¹	Actual	Percent Difference
Gasoline Excise Tax	\$ 3,495	\$ 3,303	-6%
Diesel Excise Tax	\$ 567	\$ 640	13%
Weight Fees Tax	\$ 570	\$ 619	9%
Diesel Sales Tax	\$ 289	\$ 368	27%
Transportation/Road Improvement Fee	\$ 869	\$ 939	8%
TOTAL	\$ 5,789	\$ 5,869	1%

Note: \$ in millions

1. Enacted Budget values reflect fiscal year totals divided by two.

2020-21 & 2021-22 Projected Revenue Comparison

Item F.

Transportation Revenue Change from 2020-21 Enacted Budget to 2021-22 Governor's Budget						
	2020-21	Percent Change	2021-22	Percent Change	2-Year Impact	Percent Change
Gasoline Excise Tax	\$ (165,994)	-2%	\$ (168,332)	-2%	\$ (334,326)	-2%
Diesel Excise Tax	\$ 106,502	9%	\$ 85,056	7%	\$ 191,558	8%
Weight Fees Tax	\$ 48,403	4%	\$ 29,568	3%	\$ 77,971	3%
Diesel Sales Tax	\$ 158,032	27%	\$ 120,831	19%	\$ 278,862	23%
Transportation/Road Improvement Fee	\$ 102,936	6%	\$ 75,209	4%	\$ 178,145	5%
TOTAL	\$ 249,880	2%	\$ 142,332	1%	\$ 392,211	2%

Note: \$ in thousands

- **Caltrans Proposed Budget: \$14.6 billion & 20,668 Positions**

- **State Operations: \$5.195 billion**

- Funds departmental operations, including all statewide maintenance activities and capital outlay support (project delivery) operations

- **Local Assistance: \$4.079 billion**

- Funds subventions to local agencies for transportation projects

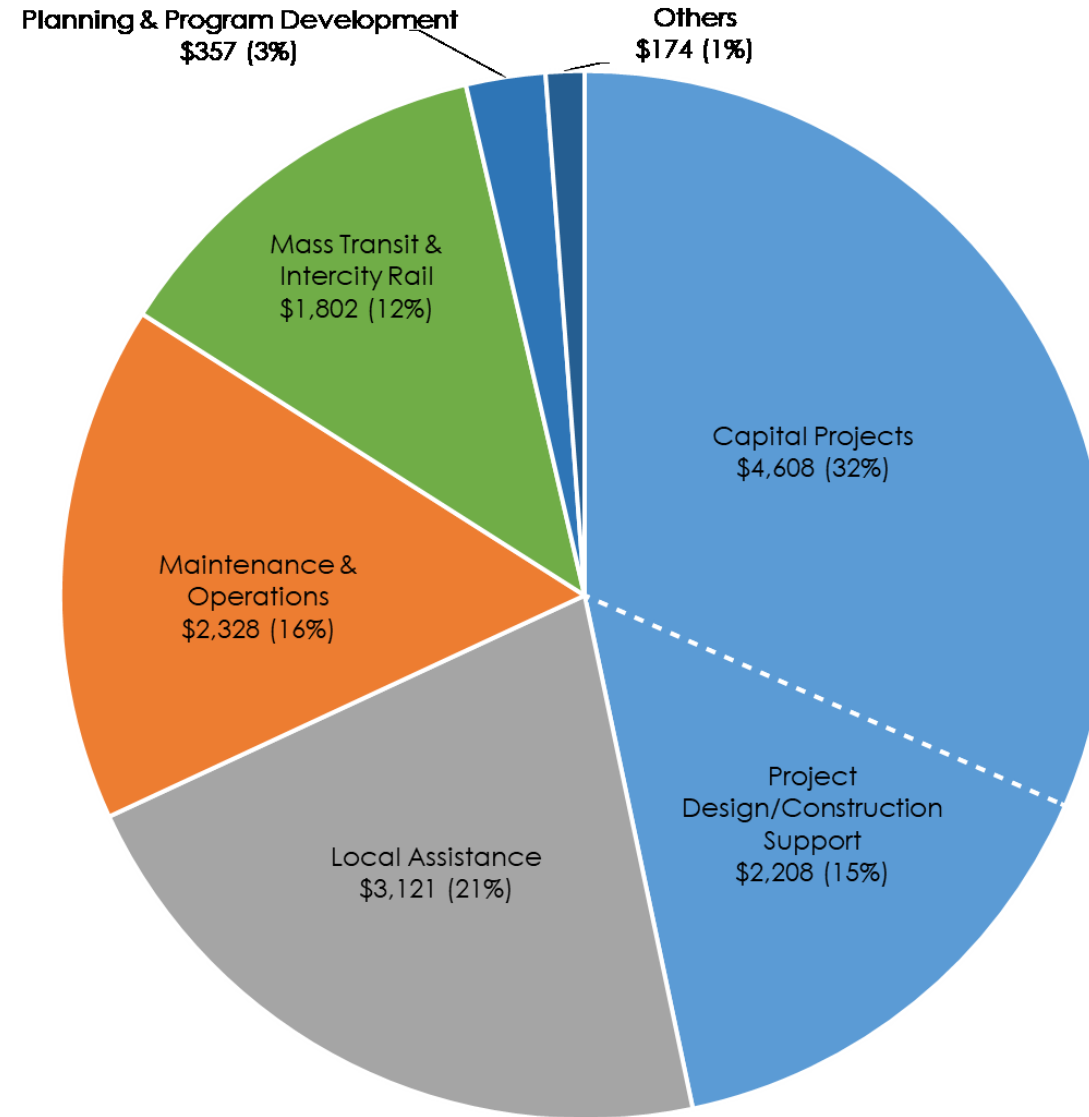
- **Capital Outlay: \$5.325 billion**

- Funds the construction contracts and right of way acquisition for transportation projects

2021-22 Governor's Budget Detail

Total \$14.6 Billion

Item F.



Note: Includes Distributed Admin and Distributed Equipment Services

Federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021

- On December 27, 2020, the Federal government approved \$10 billion in relief for state transportation departments
 - Intended to mitigate revenue loss due to the pandemic
 - Funds are flexible and include eligibility for maintenance, operations, and personnel costs
- Apportionment of the Funds and further guidance from FHWA would be provided within 30 days of enactment.
 - Based on last week's Apportionment notice, California is set to receive \$911.8 million, which will be distributed for state and local federally-eligible transportation needs

Upcoming Events

- March
 - Fund Estimate Draft Assumptions presented to the Commission
- April
 - Release of 2021-22 Chart C and California Transportation Financing Package
- May
 - Release of May Revision

Questions

Item F.





Overview of the Development Process for the 2022 STIP Fund Estimate

Presented to the
California Transportation Commission

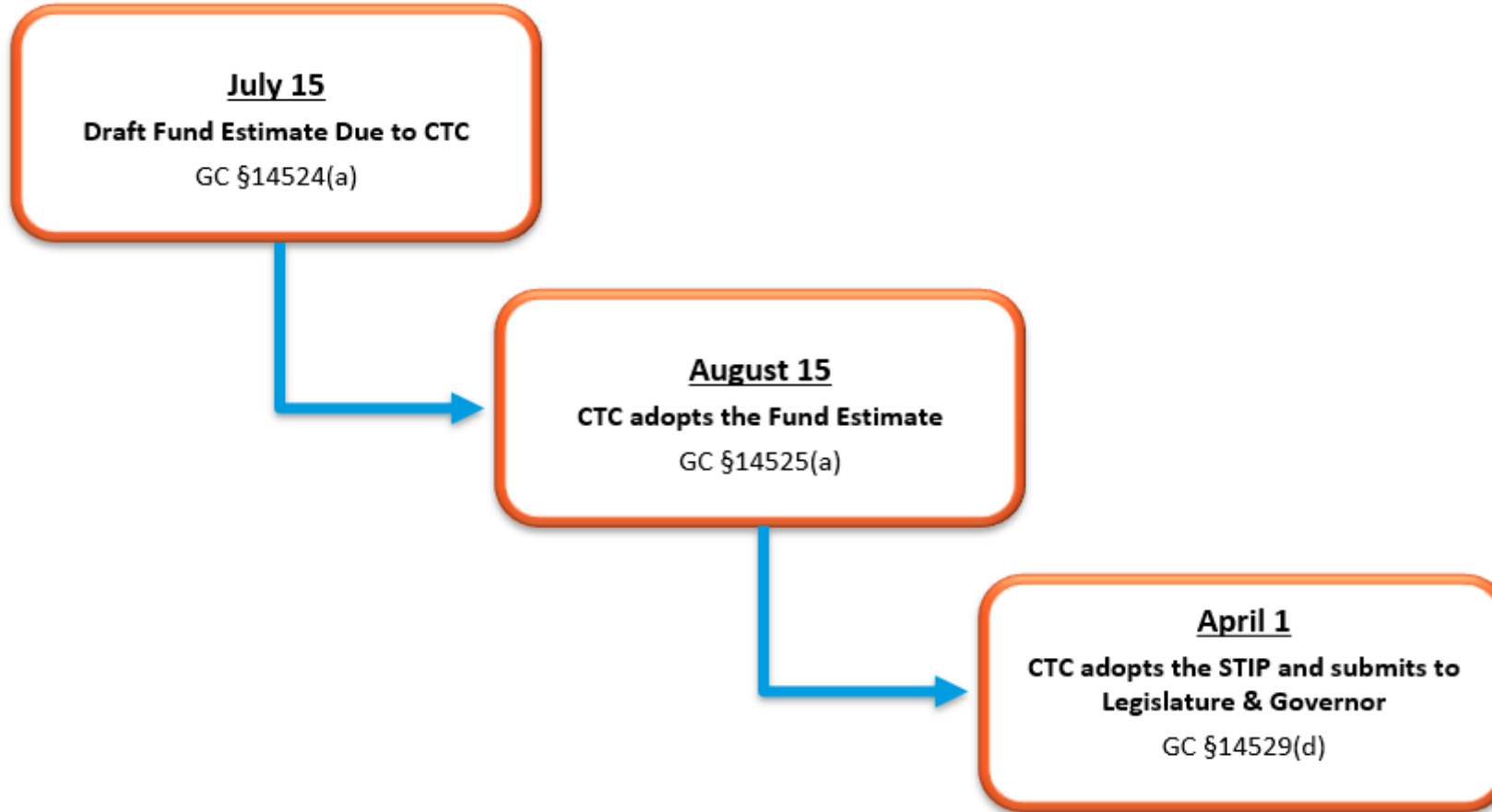
What is the Fund Estimate (FE)?

- Five year projection of available resources
 - Required by statute
 - Prepared biennially
 - Estimates State Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP) programming capacity

- Role of the California Transportation Commission
 - Provides guidance on the FE
 - Adopts FE in August of each odd-numbered year
 - Adopts STIP consistent with FE
 - Submits STIP by April 1 of each even-numbered year

Statutory Deadlines

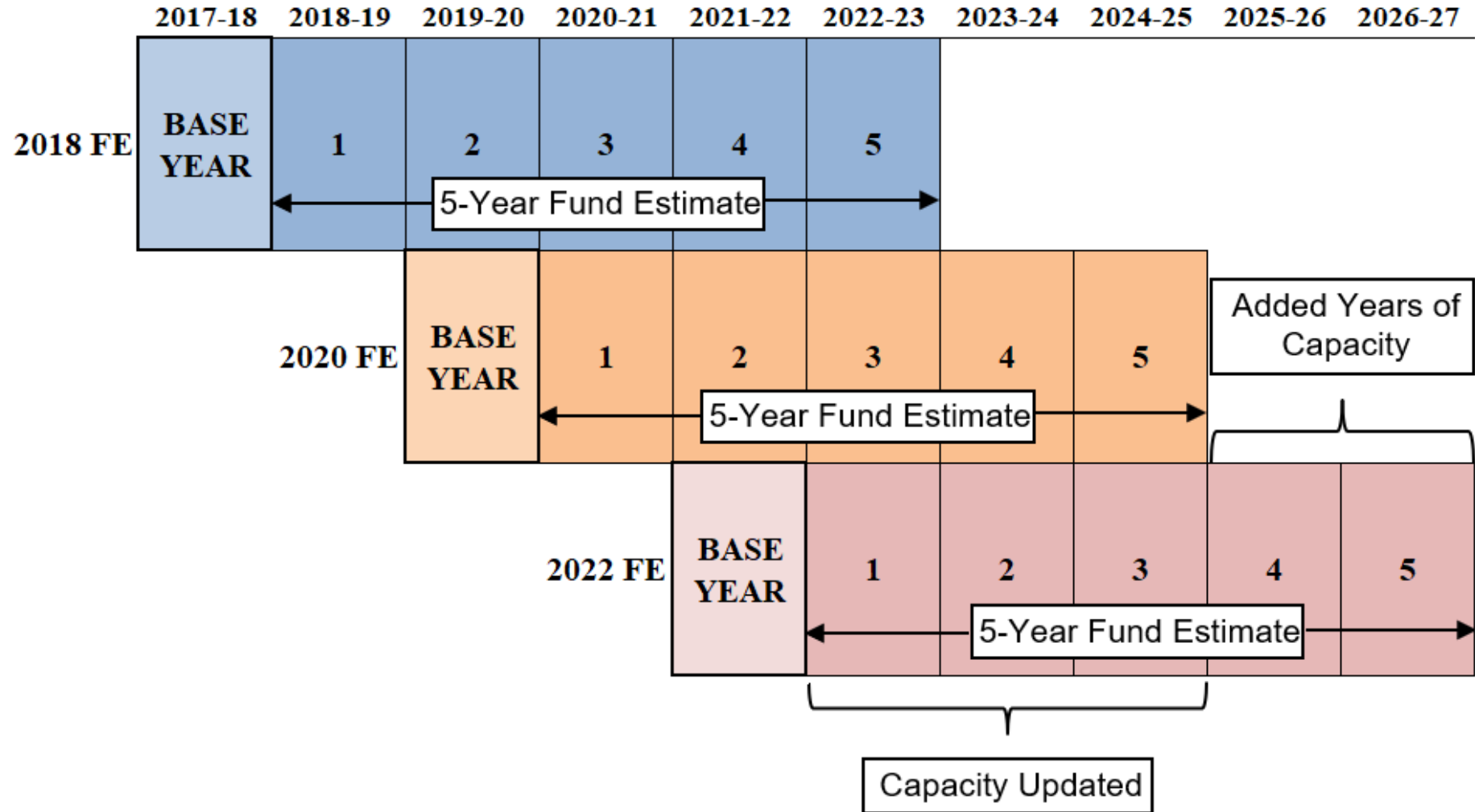
Dates in Statute



*Government Code (GC) §14525(d) allows for delay and amendment of FE

Fund Estimate Time Periods

Item F.



Statutory Guidance

- Revenues

- Must assume no changes in “existing state and federal statutes” per Government Code (GC) §14524(c)

- Expenditures

- Per Street and Highways Code (SHC):
 - Administrative - §163(a)
 - Maintenance and Operations - §163(b)
 - SHOPP - §163(c)
 - Local assistance - §163(d)
 - STIP - §163(e)

Cash Flow Methodology



Timeline and Schedule Adoption

Date	Objective
March 24	Draft FE Assumptions presented to Commission
May 12	FE Assumptions approval by Commission
June 23	Draft FE presented to Commission
August 18	Final FE adoption by Commission

- The August Commission meeting is scheduled to occur after the adoption date indicated in statute
 - Department recommends the Commission adopt Resolution G-21-23 authorizing delay of FE adoption per GC §14525 (d).

Questions

Item F.





STAFF REPORT
Board Meeting of February 17, 2021

AGENDA ITEM: 4-G
PREPARED BY: Evelyn Espinosa, Associate Regional Planner

SUBJECT:

Initiate FY 2021-2022 Unmet Transit Needs Public Hearing Process

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The Transportation Development Act (TDA) requires that the MCTC Policy Board determine that public transportation needs within Madera County will be reasonably met in FY 2021-22 prior to approving claims of Local Transportation Funds (LTF) for streets and roads. The MCTC's Social Service Transportation Advisory Council (SSTAC) is responsible for evaluating unmet transit needs. Each year the SSTAC begins the process of soliciting comments from the public by sending letters to agencies and individuals interested in providing feedback on their public transportation needs within Madera County. The request for comment letters, included in your package, will be mailed late February 2021.

MCTC's Unmet Transit Needs public hearing is scheduled as follows:

PUBLIC HEARING- Wednesday, April 21, 2021 at 3:00 p.m.

This meeting/public hearing will be via GoToWebinar

MCTC staff strongly encourages the public to submit their unmet transit needs comments via unmet transit needs survey, email, regular mail, or by phone. MCTC staff will present each comment to the Board of Commissioners during the April public hearing so that all comments are heard during this process.

A Spanish language interpreter will also be available for those who wish to testify in Spanish. A public notice will be printed in the local newspapers and fliers will be distributed throughout the community publicizing the hearing.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.

February 18, 2021

TO: Interested Individuals and Organizations

FROM: Evelyn Espinosa, Associate Regional Planner
Social Service Transportation Advisory Council

SUBJECT: Unmet Public Transportation Needs

The Madera County Transportation Commission (MCTC), as a federally designated regional transportation planning agency (RTPA), is responsible for annually assuring that public transportation needs are being “reasonably met.”

The MCTC’s Social Service Transportation Advisory Council (SSTAC) was established, consistent with State Law (SB 498, 1987), to address transit issues within Madera County. It comprises a broad representation of social service agencies, transit operators and users, and is responsible for forwarding recommendations to the MCTC Policy Board regarding transit service deficiencies and issues.

Each year the MCTC conducts an extensive process to plan, program, analyze, and evaluate existing and potential general public and social service transit services within Madera County. The results are to be consistent with the adopted Regional Transportation Plan and its supporting implementation, technical, and budgeting documents.

Despite thorough involvement from elected officials, administrative staff, technical staff, private and public sector representatives, union representatives, social service agency staff and clients, and general public representatives, we encourage organizations and individuals such as you to contribute comments.

If you are aware of a specific transit need that is not currently being met by one of the existing general public, social service, or private sector operators, we request that you submit appropriately detailed documentation to assist staff in evaluating the potential for additional transit service. Our initial evaluation criteria include:

- service area boundary;
- specific origin and destination information;
- trip times and frequency;
- estimate of potential patrons or clients who intend to utilize the service on an infrequent, regular, and/or consistent basis;
- special needs of ambulatory and/or disabled passengers;
- ability, source of funding, and potential constraints in paying required share of transit expenditures and/or subsidized fares.

If adherence to minimum urban/rural performance standards (passenger per hour, passengers per mile, cost per passenger, cost per hour, cost per mile and farebox recovery) is possible, then an in-depth service proposal may be developed by staff for further consideration.

Following the April 21, 2021 legally noticed Public Hearing, the SSTAC will consider all information collected during the process and make a determination and recommendation regarding “unmet transit needs” to the MCTC Policy Board at its next scheduled meeting on May 19, 2021. An assurance, or finding, is necessary prior to the approval and allocation of State Transportation Development Act funds for transit and/or street and roads projects to transit operators and MCTC member agencies.

If you have any specific written comments, please forward them to me, with the aforementioned supporting information.

Evelyn Espinosa, Associate Regional Planner
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, California 93637

You may also submit comments via email, phone call, or by mail. MCTC offices are closed in response to COVID-19 and we will not receive in person comments. If you have any questions about the Unmet Transit Needs process, please do not hesitate to contact me at: 559-675-0721 ext. 15 or evelyn@maderactc.org

Thank you for your assistance and I look forward to hearing from you.



2001 Howard Road, Suite 201
Madera, California 93637

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

Febrero 18 del 2021

PARA: Organizaciones y personas interesadas

DE: Evelyn Espinosa, Planificador de transporte
Consejo Asesor de Transporte de los Servicios Sociales

ASUNTO: Necesidades de transporte

La Comisión de Transporte del Condado de Madera (MCTC), como agencia de planificación de transporte regional designada a nivel federal, es responsable de asegurarse anualmente de que las necesidades de transporte público estén siendo “razonablemente cubiertas”.

En conformidad con la Ley estatal (SB 498, 1987), se estableció el Consejo Asesor de Transporte de los Servicios Sociales (SSTAC) de la MCTC con el fin de abordar los problemas de transporte en el Condado de Madera. El Consejo incluye una amplia representación de las agencias de los servicios sociales, los operadores de transporte y los usuarios, y tiene la responsabilidad de enviar recomendaciones al Comité de Política de la MCTC respecto de los problemas y las deficiencias en el servicio de transporte.

Cada año, la MCTC lleva a cabo un exhaustivo proceso para planificar, programar, analizar y evaluar los servicios de transporte de los servicios sociales y públicos generales, tanto existentes como posibles, dentro del Condado de Madera. Los resultados deben ser coherentes con el Plan de transporte regional adoptado y los documentos de implementación, técnicos y presupuestarios que lo respaldan.

Además de la participación activa de los funcionarios electos, el personal administrativo, el personal técnico, los representantes públicos y privados, los representantes de los sindicatos, el personal de la agencia de servicios sociales, los clientes y los representantes

del público en general, alentamos a las organizaciones y las personas como usted a que participen con sus comentarios.

Si conoce una necesidad específica de transporte que no esté siendo cubierta en la actualidad por medio de uno de los operadores existentes del sector privado, los servicios sociales o el sistema público general, le pedimos que envíe un documento correctamente detallado para ayudar al personal a evaluar posibles servicios de transporte adicionales. Nuestros criterios de evaluación inicial incluyen los siguientes:

- límites de la zona de servicio;
- información sobre el origen y el destino específicos;
- horarios y frecuencia de los viajes;
- cálculo aproximado de los posibles clientes que planean utilizar el servicio de manera poco frecuente, regular o sistemática;
- necesidades especiales de pasajeros ambulatorios y/o discapacitados;
- capacidad, origen de la financiación y posibles limitaciones para abonar la porción necesaria de gastos de transporte y/o tarifas subsidiadas.

Si es posible cumplir con las normas de rendimiento rurales/urbanas mínimas (pasajeros por hora, pasajeros por milla, costo por pasajero, costo por hora, costo por milla y recuperación de la recaudación), el personal debe desarrollar una propuesta de servicio en profundidad para su consideración.

Después de la Audiencia Pública del 21 de abril de 2021, el SSTAC considerará toda la información recolectada durante el proceso, tomará una determinación y elevará una recomendación respecto de las “necesidades de transporte sin cubrir” al Comité de Política de la MCTC durante su siguiente reunión programada, el 19 de mayo del 2021. Es necesaria una conclusión o determinación antes de la aprobación y asignación de fondos según la Ley de Desarrollo de Transporte del Estado para los proyectos de carreteras y calles y/o transporte a los operadores de transporte y las agencias que forman parte de la MCTC.

Si tiene algún comentario escrito específico, envíemelo con la información de respaldo arriba mencionada.

Evelyn Espinosa, Planificador de transporte
Comisión de Transporte del Condado de Madera
2001 Howard Road, Suite 201
Madera, California 93637

También puede enviar comentarios por correo electrónico, teléfono o por correo. Las oficinas de MCTC están cerradas por el COVID-19 y no se recibirán comentarios en persona. Si tiene preguntas acerca del proceso de Necesidades de Transporte sin Cubrir, no dude en comunicarse conmigo al 559-675-0721 ext.15 o evelyn@maderactc.org. Gracias por su asistencia. Espero recibir noticias tuyas.



STAFF REPORT
Board Meeting of February 17, 2021

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

SUBJECT:

Baseline Agreement - State Route 99 Madera South (Avenue 7 to Avenue 12)

Enclosure: Yes

Action: Authorize Executive Director to execute a Trade Corridor Enhancement Project Baseline Agreement for the Right of Way Phase of the Avenue 7 to Avenue 12 Project

SUMMARY:

On November 16, 2020, the California Transportation Commission (CTC) unanimously approved the staff recommendations for the Senate Bill (SB) 1 Trade Corridor Enhancement Program (TCEP). The Commission requires Baseline Agreements for all TCEP projects. The Madera County Transportation Commission will need to execute a Baseline Agreement.

Baseline agreements establish the agreed-upon expected benefits, project scope, schedule, and cost of a project for which the CTC has approved funding. These agreements provide a foundation for project monitoring and reporting. The baseline agreements also identify the agency responsible for reporting on the progress made towards the implementation of the project.

TCEP provides approximately \$300 million annually for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance on the Primary Freight Network, and along other corridors that have a high volume of freight movement. State Route 99 is part of the Primary Freight Network. The Baseline Agreement is for the Right of Way Phase for the State Route 99 Madera South (Avenue 7 to Avenue 12) project.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
South Madera 6-Lane (EA: 06-0H220)

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *South Madera 6-Lane (EA: 06-0H220)*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Madera County Transportation Commission (MCTC)*, and the Implementing Agency, *Department of Transportation (Caltrans)*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its December 2, 2020 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the *South Madera 6-Lane (EA: 06-0H220)*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number* , "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution *Insert Number* , "Adoption of Program of Projects for the Local Partnership Program", dated _____
 - Resolution *Insert Number* , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
 - Resolution *Insert Number* , "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
 - Resolution G-20-17, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated December 3, 2020

- 4.3 All signatories agree to adhere to the Commission's Trade Corridor Enhancement Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The Madera County Transportation Commission agrees to secure funds for any additional costs of the project.
- 4.6 The Madera County Transportation Commission agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The Madera County Transportation Commission agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four 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. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

In the event of a cost overrun the state will cover a share proportionate to the state contribution of the TCEP funding identified in the Project Programming Request (PPR) submitted with the project application. (For example, if the state/regional TCEP funding share was a 40/60 ratio, the state may fund no more than 40% of the cost overrun.)

Attachments:

- Exhibit A: Project Programming Request Form
Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT
South Madera 6-Lane (EA: 06-0H220)

Resolution _____

Patricia Taylor Date
Executive Director, Madera County Transportation Commission
Project Applicant

Diana Gomez Date
District 6 Director
Implementing Agency

Diana Gomez Date
District Director
California Department of Transportation

Toks Omishakin Date
Director
California Department of Transportation

Mitchell Weiss Date
Executive Director
California Transportation Commission

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	07/28/2020 17:20:30
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input checked="" type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
06	0H220	0612000158	6297	Caltrans District 6	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Madera	99	1.700	7.500	Madera County Local Transportation Commission	
				MPO	Element
				MCTC	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Anand Kapoor			559-243-3588	anand.kapoor@dot.ca.gov	

Project Title
 South Madera 6 Lane

Location (Project Limits), Description (Scope of Work)
 In Madera County, from North of Fresno-Madera County line to North of Avenue 12
 This project will improve goods movement and passenger travel along State Route 99 by median widening from 4 to 6 lanes. It will also upgrade drainage, construct drainage basins and median barrier, and increase vertical clearance at one structure.

Component	Implementing Agency
PA&ED	Caltrans District 6
PS&E	Caltrans District 6
Right of Way	Caltrans District 6
Construction	Caltrans District 6

Legislative Districts				
Assembly:	Senate:	Congressional:		
5	14	16		
Project Milestone		Existing	Proposed	
Project Study Report Approved		03/11/2008		
Begin Environmental (PA&ED) Phase			02/11/2019	
Circulate Draft Environmental Document	Document Type (ND/MND)/CE		12/15/2020	
Draft Project Report			12/01/2020	
End Environmental Phase (PA&ED Milestone)			05/01/2021	
Begin Design (PS&E) Phase			07/01/2021	
End Design Phase (Ready to List for Advertisement Milestone)			08/01/2023	
Begin Right of Way Phase			07/01/2021	
End Right of Way Phase (Right of Way Certification Milestone)			06/30/2023	
Begin Construction Phase (Contract Award Milestone)			03/04/2024	
End Construction Phase (Construction Contract Acceptance Milestone)			07/01/2027	
Begin Closeout Phase			07/02/2027	
End Closeout Phase (Closeout Report)			07/02/2029	

Date 07/28/2020 17:20:30

Purpose and Need

Widening of this section of SR 99 is needed to enhance freight mobility, preserve acceptable facility operation, improve safety, and reduce congestion. The proposed 6-lane freeway would improve the flow and travel-time reliability along this segment of SR 99 for current volumes of traffic and provide enough capacity to manage the projected increases to both passenger and freight vehicle volumes. The segment is already beginning to break down and operate at unacceptable levels. Adding capacity to SR 99 will allow the region time to plan and raise funds for alternate north/south roads connecting Madera and Fresno counties.

NHS Improvements YES NO Roadway Class 1 Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Roadway lane miles	Miles	24
Pavement (lane-miles)	Mixed flow mainline constructed	Miles	12
Drainage	Culverts	LF	3,000
TMS (Traffic Management Systems)	Changeable message signs	EA	2
Operational Improvement	Ramp modifications	EA	2
Pavement (lane-miles)	Auxiliary lane constructed	Miles	1

Date 07/28/2020 17:20:30

Additional Information

Some numbers in Performance Indicators and Measures data are shown as negative values for build scenario to reflect the benefit of the build alternative vs. no-build. For example, decrease in the Number of Serious Injuries is shown as -112 in the build column.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	12,508	86,169	-73,661
	TCEP	Daily Truck Trips	# of Trips	26,407	26,407	0
	TCEP	Daily Truck Miles Traveled	Miles	153,158	153,158	0
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	20,278	2,944	17,334
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	5,794	841	4,953
			# of Containers	20,278	2,944	17,334
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	115,873	16,820	99,053
			# of Containers	20,278	2,944	17,334
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	1.13	2.56	-1.43
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	11,408	27,854	-16,446
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	-6	0	-6
			PM 10 Tons	-7	0	-7
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	-13,364	0	-13,364
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	-40	0	-40
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	-413	0	-413
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	-753	0	-753
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	-2	0	-2
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.013	0.019	-0.006
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	-112	0	-112
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.34	0.338	0.002
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,199	0	1,199
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	5.2	0	5.2

District	County	Route	EA	Project ID	PPNO
06	Madera	99	0H220	0612000158	6297

Project Title
 South Madera 6 Lane

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Caltrans District 6
PS&E									Caltrans District 6
R/W SUP (CT)									Caltrans District 6
CON SUP (CT)									Caltrans District 6
R/W									Caltrans District 6
CON									Caltrans District 6
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,413							3,413	
PS&E			9,460					9,460	
R/W SUP (CT)			1,500					1,500	
CON SUP (CT)					12,500			12,500	
R/W			4,000					4,000	
CON					80,000			80,000	
TOTAL	3,413		14,960		92,500			110,873	

Fund #1:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,413							3,413	
PS&E			6,400					6,400	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,413		6,400					9,813	

Fund #2:	State Bond - State Route 99 Corridor (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			3,060					3,060	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			3,060					3,060	
Fund #3:	State SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									State Share TCEP
PS&E									
R/W SUP (CT)			508					508	
CON SUP (CT)									
R/W			1,356					1,356	
CON									
TOTAL			1,864					1,864	

Fund #4:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					12,500			12,500	
R/W									
CON					80,000			80,000	
TOTAL					92,500			92,500	
Fund #5:	State SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Regional Share TCEP
PS&E									
R/W SUP (CT)			762					762	
CON SUP (CT)									
R/W			2,033					2,033	
CON									
TOTAL			2,795					2,795	

Fund #6:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Local Match
PS&E									
R/W SUP (CT)			230					230	
CON SUP (CT)									
R/W			611					611	
CON									
TOTAL			841					841	



STAFF REPORT
Board Meeting of February 17, 2021

AGENDA ITEM: 5-I
PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

California High Speed Rail Authority Revised Draft 2020 Business Plan

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The Draft 2020 Business Plan was issued February 12, 2020, with an initial 60-day public comment period that was extended an additional 49 days due to the COVID-19 pandemic. The public comment period was closed effective June 1, 2020.

Subsequently, due to ongoing COVID-19 pandemic uncertainty, the Draft 2020 Business Plan final adoption was extended by the Newsom Administration and legislative leadership to April 15, 2021.

A Revised Draft 2020 Business Plan was issued on February 9, 2021, including an additional 30-day comment period through March 12, 2021.

On March 2, 2021 at 9:00AM a Public Input Meeting will be held to receive comments on the Draft Plan. The CHSRA Board is expected to take action at the March 25, 2021 scheduled Board Meeting. The Final Business Plan must be submitted to the California State Legislature on April 15, 2021.

The Draft 2020 Business Plan and information about the plan can be found at the CHSRA website: https://hsr.ca.gov/about/business_plans/2020/

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of February 17, 2021

AGENDA ITEM: 4-J
PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

Open House for the SR 41/Ave 9 Sustainable Corridors Study

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

There is an online Open House on February 17, 2021 from 6:00pm to 7:00pm to discuss the ideas for improvements to the Ave 9 and SR 41 corridors. The Fresno Council of Governments (Fresno COG), in partnership with Madera County Transportation Commission (MCTC), are working together to study Ave 9 and State Route 41 and plan for the community's growth and meet future transportation needs in a more sustainable way. The study area includes the corridors and extends a mile on each side to capture bike, pedestrian, and other community needs related to mobility, health, and safety.

Share your ideas at the online open house on Feb 17th at 6pm. **Register now online at:**

https://www.ibiviz.com/41_9InfoCenter/

A recording of the event will be provided on the Ave 9/SR 41 Info Center after the meeting.

For any direct questions, please contact Fresno COG Project Manager, Braden Duran (bduran@fresnocog.org) or MCTC Project Manager Dylan Stone (dylan@maderactc.org)

Please share this information with your friends, co-workers, and neighbors.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.



The State Route 41 and Avenue 9 Study

About the Study

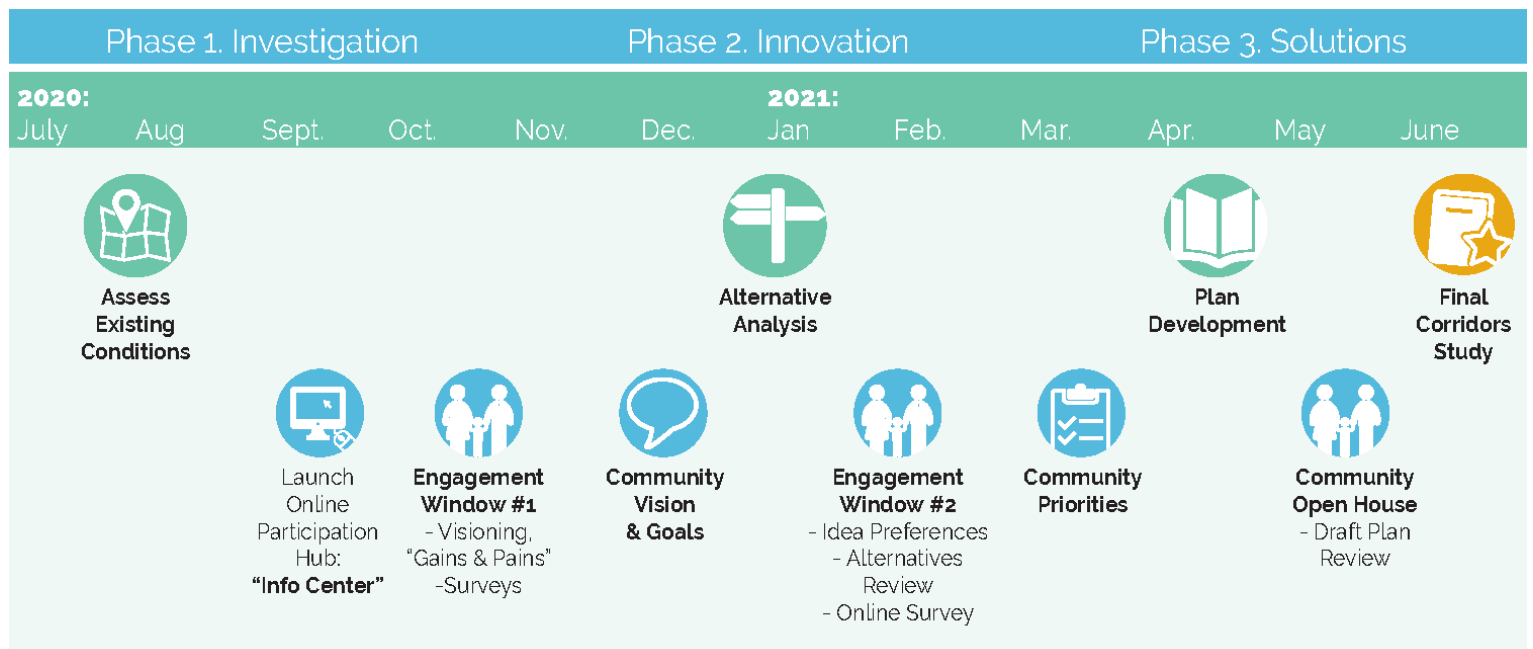
The Fresno Council of Governments (Fresno COG), in partnership with Madera County Transportation Commission (MCTC) are working together to study State Route 41 (SR 41) and Avenue 9 (Ave 9) to understand and plan for the community's growth and how to meet future transportation needs in a more sustainable way. These two corridors are critical to ensure the safe and sustainable movement of people and to support travel related to work, school, medical visits, and recreation.

How can you get involved?

Your contribution to this planning effort will help guide the vision for the future of SR 41 and Ave 9. Learn more about the project at the Info Center, where you can share your vision for the future of the corridor, tell us your concerns, and pinpoint issues on a map. We have also identified a number of future opportunities for stakeholders to be involved, as illustrated below.

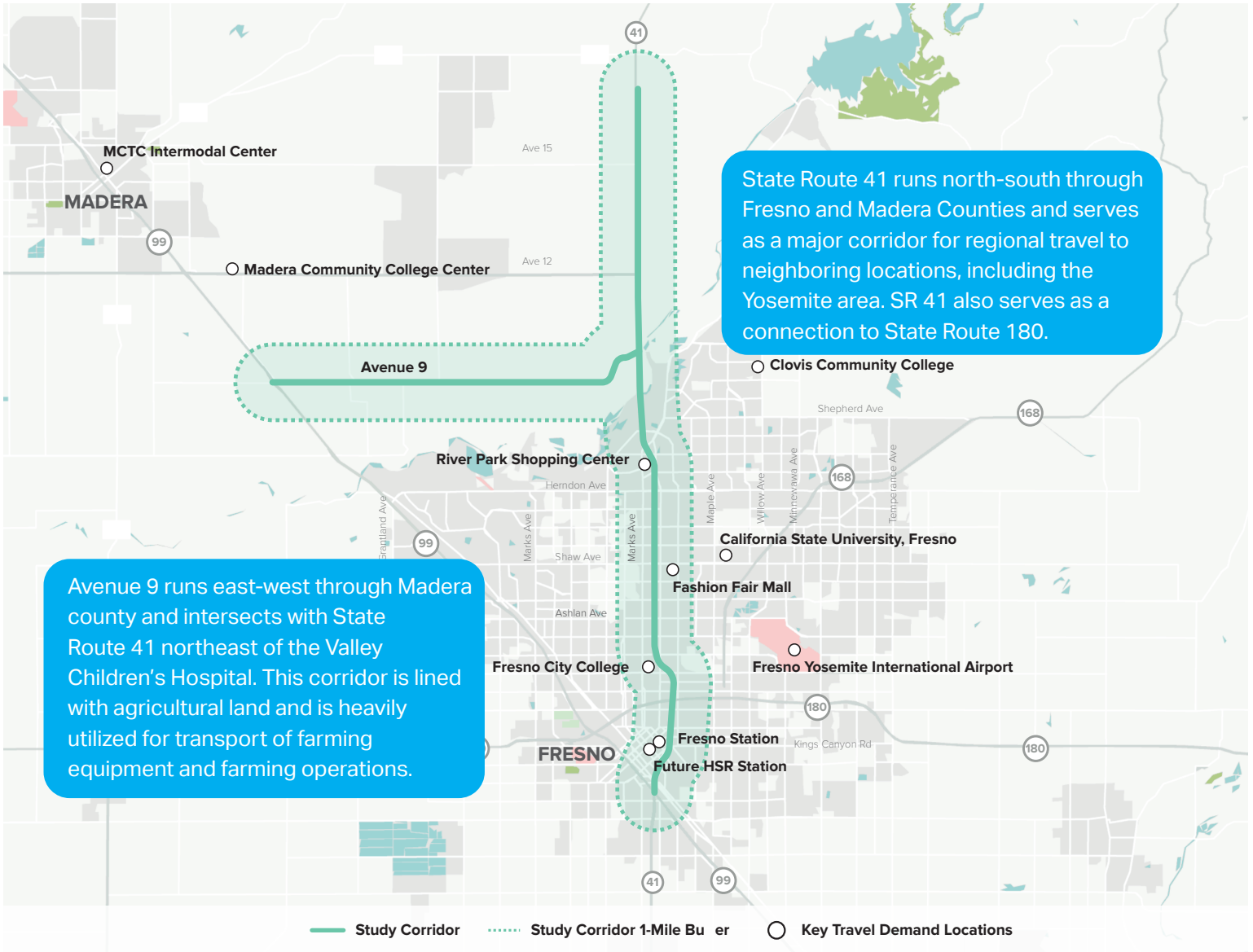
Learn more about the project at the Info Center:
www.ibiviz.com/41_9InfoCenter

Timeline & Engagement Opportunities



The Two Corridors

Below is a map with the project boundary for each corridor.



Scan & Learn!



El Estudio de la Ruta Estatal 41 y la Avenida 9

Sobre el proyecto

El Consejo de Gobierno de Fresno, en asociación con la Comisión de Transporte del Condado de Madera (MCTC) están trabajando conjuntamente en el estudio de la Ruta Estatal 41 y la Avenida 9 para comprender y planificar el crecimiento de la comunidad y satisfacer las necesidades de transporte futuras de una manera más sostenible. Estos dos corredores son fundamentales para garantizar el movimiento seguro y sostenible de personas, así como para apoyar los viajes relacionados con el trabajo, la escuela, las visitas médicas y la recreación.

¿Cómo puede participar?

Su contribución a este esfuerzo de planificación ayudará a guiar la visión para el futuro de la Ruta Estatal 41 y Avenida 9. Aprenda más sobre el proyecto en el Centro de Información, donde puede compartir su visión para el futuro del corredor, contarnos sus opiniones y identificar problemas en un mapa. Hemos identificado una serie de oportunidades para que los interesados participen, como se ilustra a continuación.

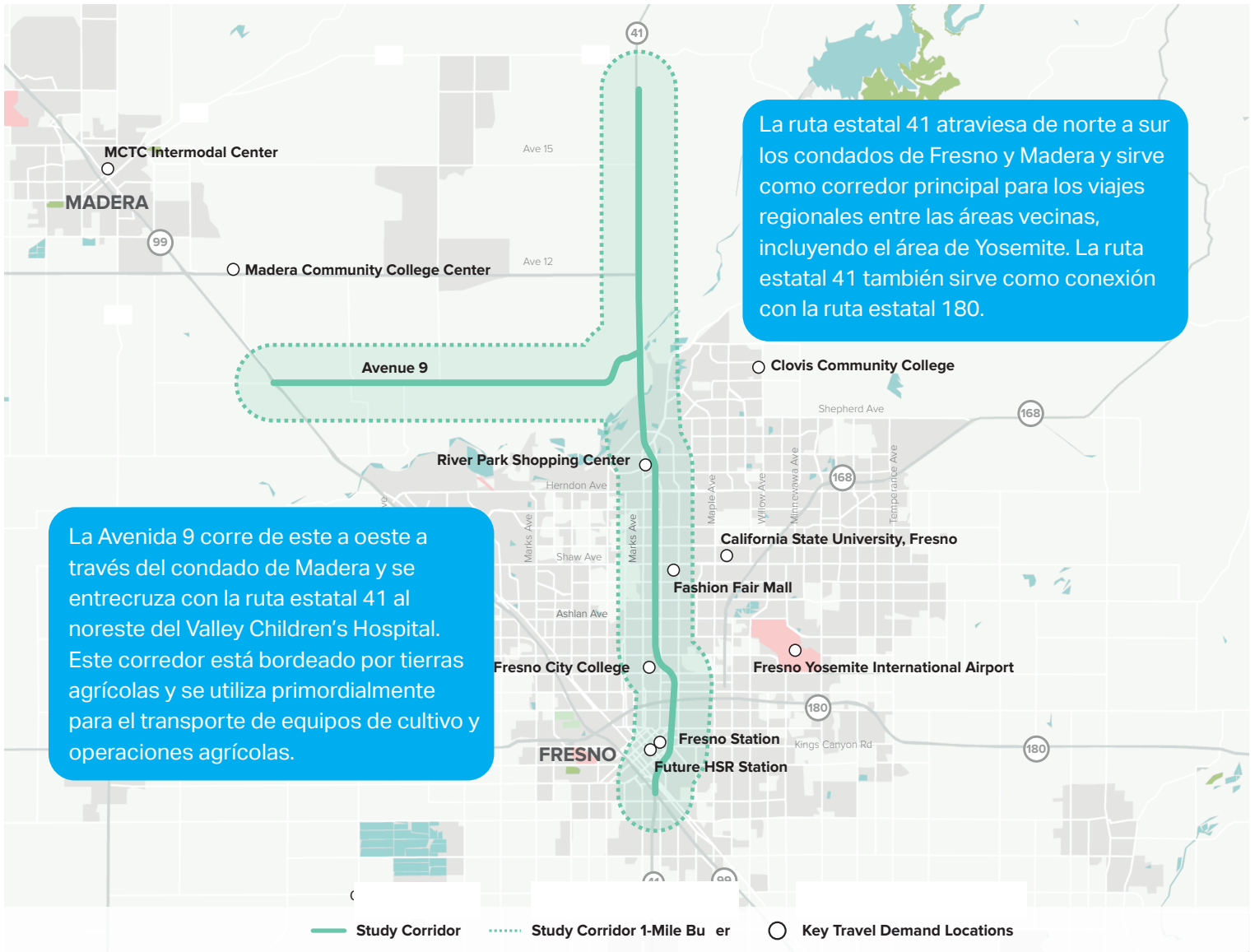
Aprenda más en el Centro de Información:
www.ibiviz.com/41_9InfoCenter

Cronograma y Oportunidades de Participación



Los dos corredores

Los dos corredores estudiados se pueden encontrar a continuación.



Escanee y Aprenda!



STAFF REPORT
Board Meeting of February 17, 2021

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

SUBJECT:

Valley Voice – Sacramento Trip

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The annual Valley Voice trip to Sacramento will be conducted virtually on Wednesday, March 3, 2021, and Wednesday, March 10, 2021. Supervisor's Robert Poythress and Brett Frazier along with Executive Director, Patricia Taylor, will meet with representatives from the Assembly, Senate, and statewide agencies to advocate for the priority issues identified in the Valley Legislative Platform. A follow up report will be provided at the MCTC March 17, 2021, Policy Board meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of February 17, 2021

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

SUBJECT:

Introduction to Metropolitan Transportation Planning Process - MCTC 101, Part 1 of 2

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Included in your package is an approximate 20-minute presentation providing a high-level overview of Madera County Transportation Commission's roles and responsibilities.

The attached slide presentation was adapted by MCTC staff from a presentation on Metropolitan Planning Organizations by the Federal Highways Administration. MCTC staff provides this presentation to returning and new board members and staff, and the public upon request. Here are some additional background resources of MPO activities:

- **Transportation Funding in California 2020**
<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/transportation-economics/transportation-funding-booklet/2020-final-transportation-funding-a11y.pdf>
- **Transportation Planning Process Briefing Book**
https://www.fhwa.dot.gov/planning/publications/briefing_book/fhwahep18015.pdf
- **Long Range Performance Based Planning**
https://www.fhwa.dot.gov/planning/performance_based_planning/mlrtp_guidebook/fhwahp14046.pdf
- **Transportation Conformity – A Basic Guide for State & Local Officials**
https://www.fhwa.dot.gov/environment/air_quality/conformity/guide/guide00.cfm
- **California Mobility Investment Opportunities**
<https://catc.ca.gov/-/media/ctc-media/documents/ctc-reports/other-reports/cal-mobility-investment-opportunities-final-a11y.pdf>
- **Understanding SB 375 (link from Kern COG)**
https://www.kerncog.org/wp-content/uploads/2011/09/395_Understanding%20SB%20375.pdf

- **A Guide to Transportation Decision-making (link from Kern COG)**
https://www.kerncog.org/wp-content/uploads/2019/07/2015_TransportationDecisionmakingGuide_USDOT.pdf

Attachment: MCTC 101 Presentation – Part 1 of 2

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.



Introduction to the Metropolitan Transportation Planning Process
MCTC 101 – Part 1 of 2

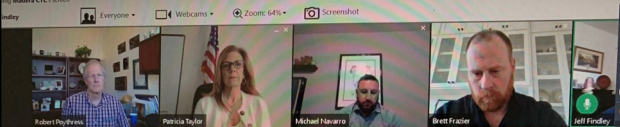
Adapted by
Madera County Transportation Commission (MCTC)
2021

**Better Planning –
Better Transportation**




1


Madera County Transportation Commission





The MCTC Policy Board:

- 1 Elected City Council Member from the City of Chowchilla
- 2 Elected City Council Members from the City of Madera
- 3 Members of the Board of Supervisors

PAC: Ex-Officio Members: Caltrans District 6





2

Voting Structure of the Board

- All Board members with voting privileges can vote
- 2-Hats: 1) Policy Advisory Committee (PAC), and 2) the Policy Board
- PAC can contain "ex-officio" members that participate but do not vote

3



4

Regional Government (MCTC) Basics



DESIGNATED RESPONSIBILITIES:

- Federally designated **MPO = Metropolitan Planning Organization**
- State designated **RTPA = Regional Transportation Planning Agency**
- **Measure T = Madera County Transportation Authority**

If we form a COG – additional duties may include:

- State designated Affiliate Data Center – U.S. Census coordination/training
- State/Federal designated Local Clearinghouse for grant applications

MADERA CTC
Madera County Transportation Commission

5

US Department of Transportation
Federal Highway Administration

The MPO as the Forum



MADERA CTC
Madera County Transportation Commission

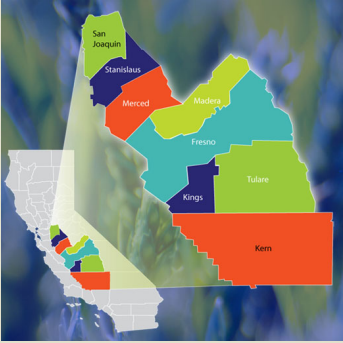
MOVING THE AMERICAN ECONOMY

6

US Department of Transportation
Federal Highway Administration

Working Beyond Jurisdictions

- MPO is the forum for discussion
 - Place to air issues
 - Find solutions that benefit all jurisdictions/regions
- MPOs work with adjoining regions
 - Consistency of projects
 - Multi-regional projects



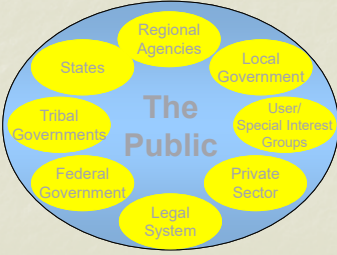
MADERA CTC
Madera County Transportation Commission

MOVING THE AMERICAN ECONOMY

7

US Department of Transportation
Federal Highway Administration


The People in the Process



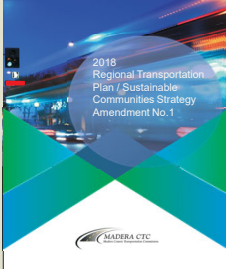
MADERA CTC
Madera County Transportation Commission

MOVING THE AMERICAN ECONOMY



8



Key Decisions and Products



- Long-Term Regional Transportation Plan (RTP)
- Short-Term Transportation Improvement Program/Plan (TIP)
- Public Participation Plan
- Overall Work Program (OWP)

9



Regional Transportation Plan (RTP)

To be Eligible for Federal Funds:

- **a project must be consistent with the approved transportation plan**





10




The Long-Term RTP...

- Documents conclusions and decisions
- Includes long term and short-term policies, strategies, and actions
- Covers capital improvements and operations
- Addresses federal requirements including:
 - Movement of People and Goods
 - Environmental Mitigation
 - Environmental Justice
- Is financially constrained by reasonably available resources






11



Short-Term Transportation Improvement Program (TIP)

- Allocates limited transportation funds to projects and programs
- List of transportation projects to be implemented in the short-term (no less than 4 years)
- Includes nearly all federally funded surface transportation projects
- Includes all regionally significant projects – regardless of funding source in air quality non-attainment and maintenance areas
- Identifies funding source for each project

12

US Department of Transportation
Federal Highway Administration

Programming Transportation Improvements

- TIP adoption requires identifying top priority projects for funding
- The total cost of worthy projects always exceeds available funding – must set priorities
- The TIP and STIP are products of the programming process

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US Department of Transportation
Federal Highway Administration

Characteristics of a Successful Programming Process – Collaborative, Comprehensive, Continuous

- Early consensus on planning goals
- Effective communication among technical and policy leaders
- Continuous public involvement
- Qualitative as well as quantitative criteria

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US Department of Transportation
Federal Highway Administration

Federal Requirements for Public Involvement

- MPOs must prepare a public involvement plan
- Plan must be proactive and provide for:
 - ◆ Complete information and timely public notice
 - ◆ Early and continuing involvement
 - ◆ Full public access to key decisions
 - ◆ Explicit consideration and response to input



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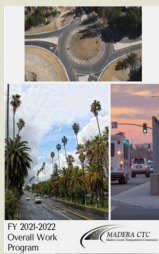
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US Department of Transportation
Federal Highway Administration

Overall Work Program (OWP)

- Lists the metropolitan area's program of planning studies
- Identifies sources of funding, schedules and responsible agencies
- Coordinates the planning by all regional participants
- Describes all Federally-funded studies
- Lays out MPOs Strategic Plan



FY 2020-2022
Overall Work Program

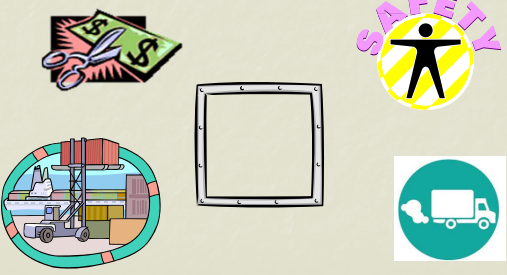
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Major Policy and Planning Issues




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Federal Transportation Funding



- Each state is different (in California there is a 60/40 split between Southern and Northern California, Madera is in the North)
- "Earmarked funding" such as High Priority Projects – no projects earmarked at this time in Madera

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US Department of Transportation
Federal Highway Administration

Future Funding is Subject to Change

- Federal FAST Act was set to expire 9/30/20
- Administration & Congressional priorities may change
- Future motor fuel revenues may vary
- The Highway Trust Fund has been saved from insolvency by Congress multiple times

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US Department of Transportation
Federal Highway Administration

Freight Movement


- Good freight movement is vital to a region's economy
- MPO should examine how freight moves in and out of its region
- Engage the freight community to find "win-win" solutions to problems




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Safety



- 2010 saw a reduction in fatality levels not seen since the 1950s.
- MPO can examine system for trends and allocate resources to address safety related issues.
- MPOs can serve as a forum for safety related discussion with applicable agencies.

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What is Conformity?



- Established by the Federal Clean Air Act
- Requires evaluation of emissions from transportation plans, programs, and projects BEFORE any element may be implemented;
- Applies in geographic areas where transportation-related pollutants violate national air quality standards; or
- Have violated national air quality standards in the past.
- Connects Air Quality and Transportation Planning




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Resources/Questions



Transportation Funding in California 2020
<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/transportation-economics/transportation-funding-booklet/2020-final-transportation-funding-a11y.pdf>

Transportation Planning Process Briefing Book
https://www.fhwa.dot.gov/planning/publications/briefing_book/fhwahep18015.pdf

Long Range Performance Based Planning
https://www.fhwa.dot.gov/planning/performance_based_planning/mlrtp_guidebook/fhwahep14046.pdf

Transportation Conformity – A Basic Guide for State & Local Officials
https://www.fhwa.dot.gov/environment/air_quality/conformity/guide/guide00.cfm

California Mobility Investment Opportunities
<https://catc.ca.gov/-/media/catc-media/documents/ctc-reports/other-reports/cal-mobility-investment-opportunities-final-a11y.pdf>

Understanding SB 375 (link from Kern COG)
https://www.kerncog.org/wp-content/uploads/2011/09/395_Understanding%20SB%20375.pdf

A Guide to Transportation Decision-making (link from Kern COG)
https://www.kerncog.org/wp-content/uploads/2019/07/2015_TransportationDecisionmakingGuide_USDOT.pdf




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Consider MCTC as an extension to Your Local Government Staff.

559-675-0721 ext. 13
www.maderactc.org

Patricia Taylor
 Executive Director
 559-675-0721 ext. 13
 patricia@maderactc.org




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STAFF REPORT
Board Meeting of February 17, 2021

AGENDA ITEM: 5-M

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

2021 Federal Transportation Improvement Program (FTIP) and Draft Air Quality Conformity Analysis

Enclosure: No

Action: Approve the 2021 FTIP and Corresponding Air Quality Conformity Analysis – Resolution 21-01

SUMMARY:

On Wednesday, January 20, 2021, a public hearing was conducted and comments were received regarding the Draft 2021 Federal Transportation Improvement Program (2021 FTIP) and the corresponding Draft Conformity Analysis for the 2021 FTIP and 2018 RTP. A concurrent 30-day public review and comment period commenced on December 18, 2020 and concluded on January 17, 2021. The documents are available for review at the MCTC office, located at 2001 Howard Road, Suite 201, Madera, CA 93637 (by appointment) and on the MCTC website at [MCTC 2021 FTIP](#).

- The 2021 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Madera County during the next four years.
- The public notice also satisfies the Program of Projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307. If no comments are received on the proposed POP, the proposed transit program (funded with FTA Section 5307 dollars) will be the final program.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2021 FTIP and 2018 RTP meet the air quality conformity requirements for ozone and particulate matter.

All public comments were addressed and incorporated in the documents. After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC at a regularly scheduled meeting to be held on February 17, 2021. The documents will then be submitted to state and federal agencies for approval.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.

**BEFORE THE
MADERA COUNTY TRANSPORTATION COMMISSION
RESOLUTION NO. 21-01**

**RESOLUTION ADOPTING THE MADERA COUNTY TRANSPORTATION COMMISSION
2021 FTIP
AND CONFORMITY ANALYSIS**

WHEREAS, the Madera County Transportation Commission (MCTC) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, the 2021 Federal Transportation Improvement Program (2021 FTIP) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the MCTC forum and general public involvement; and

WHEREAS, the 2021 FTIP program listing is consistent with: 1) the 2018 Regional Transportation Plan; 2) the 2020 State Transportation Improvement Program; and 3) the corresponding Conformity Analysis; and

WHEREAS, the 2021 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2021 FTIP meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, MCTC has integrated into its metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program; and

WHEREAS, projects submitted in the 2021 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the RTP and FTIP; and

WHEREAS, the corresponding Conformity Analysis supports a finding that the 2021 FTIP and 2018 RTP meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2021 FTIP does not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2021 FTIP conforms to the applicable SIPs; and

WHEREAS, the documents have been widely circulated and reviewed by MCTC advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Madera County consistent with public participation process adopted by MCTC; and

WHEREAS, a public hearing was conducted on January 20, 2021 to hear and consider comments on the 2021 FTIP and corresponding Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED, that MCTC adopts the 2021 FTIP and corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the MCTC finds that 2021 FTIP is in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

THE FOREGOING RESOLUTION was passed and adopted by MCTC this 17th day of February 2021.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed:

Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the MCTC duly adopted at a regular meeting thereof held on the 17th day of February, 2021.

Signed:

Executive Director



STAFF REPORT
Board Meeting of February 17, 2021

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

SUBJECT:

Response to Grand Jury Report – Final Report 1920-02, entitled “Unmet Transit Needs in Madera County: Riders without Routes.”

Enclosure: Yes

Action: Authorize Chair and Director to sign the letter of response and submit to the Supervising Judge of the Grand Jury and Madera County Grand Jury pursuant to Penal Code Section 933

SUMMARY:

Pursuant to California Penal Code Section PC 933.05(f), the Madera County Grand Jury provided a copy of its final report to the MCTC Policy Board. Also, pursuant to PC 933.05(a), (b) and (c), MCTC is required to respond to the findings and recommendations contained in the report within 90 days, March 21, 2021.

Included in the MCTC Policy Board package are the following:

1. Madera County Grand Jury Final Report 1920-02, entitled “Unmet Transit Needs in Madera County: Riders without Routes;”
2. MCTC’s correspondence letter to the County of Madera indicating which findings/recommendations are under the jurisdiction of the County of Madera, and which findings/recommendations are under the control of MCTC; and
3. MCTC’s letter of response to the Grand Jury Final Report findings and recommendations.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.



P. O. Box 534, Madera, CA 93639
Tel. 559-662-0946
FAX 559-662-0848
info@maderagrandjury.org

December 21, 2020

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

RE: Madera County's Unmet Transit Needs in Madera County: Riders without Riders
Report Date: December 21, 2020

Dear Ms. Taylor:

Enclosed please find a copy of the above report by the Madera County Grand Jury.

Attached is a copy of excerpts from Penal Code sections 933 and 933.05. Please note that subdivision (f) of Penal Code section 933.05 specifically prohibits any disclosure of the contents of a grand jury report by a public agency or its officers or governing body prior to its release to the public, which will occur three days after the date of this letter.

Penal Code section 933.05 requires that you respond separately to specified Findings and Recommendations contained in the report. Subdivisions (a) and (b) of Penal Code section 933.05 mandate the content and format of responses. Penal Code section 933 mandates the deadline for responses.


You required to submit your response within 60 days as follows:

Send a hard copy to: Judge Michael Jurkovich
Madera County Supervising Judge
300 South G Street
Madera, CA 93637

Please also send a hard copy or electronic copy of your response to:
Foreperson, Madera County Grand Jury, PO Box 534, Madera, CA 93637

Responses are public records. The clerk must maintain a copy of your response.
Should you have any questions, please contact me at the above address.

Sincerely,


Nina Zarucchi-Mize
Foreperson, Madera County Grand Jury

Enclosures: Penal Code sections 933 and 933.05 (excerpts)

§ 933. Findings and Recommendations (Excerpt)

No later than 90 days after the grand jury submits a final report on the operations of any public agency subject to its reviewing authority, the governing body of the public agency shall comment to the presiding judge of the superior court on the findings and recommendations pertaining to matters under the control of the governing body, and every elected county officer or agency head for which the grand jury has responsibility pursuant to Section 914.1 shall comment within 60 days to the presiding judge of the superior court, with an information copy sent to the board of supervisors, on the findings and recommendations pertaining to matters under the control of that county officer or agency head and any agency or agencies which that officer or agency head supervises or controls. In any city and county, the mayor shall also comment on the findings and recommendations. All of these comments and reports shall forthwith be submitted to the presiding judge of the superior court who impaneled the grand jury. A copy of all responses to grand jury reports shall be placed on file with the clerk of the public agency and the office of the county clerk, or the mayor when applicable, and shall remain on file in those offices.....

As used in this section “agency” includes a department.

§ 933.05. Responses to Findings (Excerpt)

- (a) For purposes of subdivision (b) of Section 933, as to **each** grand jury **finding**, the responding person or entity shall indicate one of the following:
 - (1) The respondent agrees with the finding.
 - (2) The respondent disagrees wholly or partially with the finding, in which case the response shall specify the portion of the finding that is disputed and shall include an explanation of the reasons therefor.
- (b) For purposes of subdivision (b) of Section 933, as to **each** grand jury **recommendation**, the responding person or entity shall report one of the following actions:
 - (1) The recommendation has been implemented, with a summary regarding the implemented action.
 - (2) The recommendation has not yet been implemented, but will be implemented in the future, with a timeframe for implementation.
 - (3) The recommendation requires further analysis, with an explanation and the scope and parameters of an analysis or study, and a timeframe for the matter to be prepared for discussion by the officer or head of the agency or department being investigated or reviewed, including the governing body of the public agency when applicable. This timeframe shall not exceed six months from the date of publication of the grand jury report.
 - (4) The recommendation will not be implemented because it is not warranted or is not reasonable, with an explanation therefor.
- (c) However, if a finding or recommendation of the grand jury addresses budgetary or personnel matters of a county agency or department headed by an elected officer, both the agency or department head and the board of supervisors shall respond if requested by the grand jury, but the response of the board of supervisors shall address only those budgetary or personnel matters over which it has some decision making authority. The response of the elected agency or department head shall address all aspects of the findings or recommendations affecting his or her agency or department.

- (f) A grand jury shall provide to the affected agency a copy of the portion of the grand jury report relating to that person or entity two working days prior to its public release and after the approval of the presiding judge. No officer, agency, department, or governing body of a public agency shall disclose any contents of the report prior to the public release of the Final Report.



**Unmet Transit Needs in Madera County
Riders without Routes**

**Madera County Grand Jury
Final Report 1920-02
December 21, 2020**

SUMMARY

The 2019-2020 Madera County Grand Jury (MCGJ) was prompted to review the Madera County Public Transportation (MCTC) services after reviewing the MCGJ 2017 report. That report found the “*Madera County Transportation Commission efforts in obtaining public input are insufficient.*” The MCGJ also considered the Unmet Transit Needs FY 2019/2020 Report published by the Madera County Transportation Commission. In addition, in July 2019 the County awarded a five-year contract to the Fresno County EOC (FCEOC) for Madera County Connection (MCC) transportation services. The change to the new service provider would have given the County the opportunity to review the routes and connections but improvements were not considered. The only changes were cosmetic: a new logo, different uniforms, and a new name attached to the service provider. This MCGJ report reviews the improvements to secure public input and develop route improvements to meet needs geographically, demographically, economically while addressing the needs for all communities in the County of Madera.

GLOSSARY

FCEOC	–	Fresno County Economic Opportunities Commission
FY	-	Fiscal Year
LTF	-	Local Transportation Fund
MCC	-	Madera County Connection
MCGJ	–	Madera County Grand Jury
MCTA	-	Madera County Transportation Authority
MCTC	–	Madera County Transportation Commission
MPO	–	Metropolitan Planning Organization
RTPA	–	Regional Transportation Planning Agency
SSTAC	–	Social Services Technical Advisory Council
STA	-	State Transit Assistance
TDA	-	Transportation Development Act
YARTS	-	Yosemite Area Regional Transportation System

BACKGROUND

The MCTC publishes an annual report provided to them by the Social Services Technical Advisory Council (SSTAC) “Unmet Transit Needs FY 2019/2020 Report.” SSTAC serves as a citizen advisory committee to the MCTC on matters related to public transportation needs of the Madera County community. SSTAC holds two to three meetings per year, including the Unmet Transit Needs Public Hearing.

The function of SSTAC, which is comprised of MCTC staff and public volunteer representatives, evaluates public comments, holds public workshops, public hearings, and makes recommendations to the MCTC Board to aid the MCTC Policy Board in its review of public transit.

The composition of the SSTAC is set forth in statute and consists of representatives of the following groups; One representative of potential transit users who is 60 years of age or older, one representative of potential transit users who have a disability, two representatives of the local service providers for seniors, including one representative of a social service transportation

provider if one exists, two representatives of local social service providers for those with disabilities, including one representative of a social service transportation provider, if one exists, one representative of a local social service provider for persons of limited means, and two representatives from the local consolidated transportation services agency. The volunteer representatives of SSTAC have not been filled since 2018. The administrative role of the MCTC is to foster intergovernmental coordination. By conducting meetings with Caltrans, undertaking comprehensive regional planning with the region's public transportation operators, providing a forum for citizens input with citizen forums held once a year, and providing technical services to its member agencies.

The MCGJ's focus was on this annual report, and on the following items:

- MCTC efforts made to further engage and obtain public input
- MCTC efforts made to meet unmet transit needs
- MCTC efforts made to develop strategies to increase ridership and alleviate challenges of unmet transit needs
- MCTC efforts made to provide new or additional public transportation services routes
- MCTC efforts made to provide a public transportation service that services all communities in an efficient and cost effective manner.

Based on the findings presented in the MCJG 2017 report and the Unmet Transit Needs 2019/2020 Report, the MCGJ 19-20 revisited the agency and its operation.

METHODOLOGY

Research

The MCGJ conducted research of documentation available online and provided at various governmental and non-governmental public meetings.

- Madera County Transportation Commission (MCTC) is the Metropolitan Planning Organization (MPO)
- Regional Transportation Planning Agency (RTPA) is tasked with guiding the decisions concerning the Madera County Public Transit System
- Inspected the Unmet Transit Needs FY 2019-2020 Report from SSTAC

Interview

The MCGJ conducted interviews with governmental and non-governmental agencies:

- Madera County Transportation Commission
- Social Services Technical Advisory Committee
- Madera County Public Works
- Leadership Counsel for Justice and Accountability

Interaction

The MCGJ attended governmental agencies meetings, town halls, and rode several public transportation bus services within the county:

- Rode public transportation

- Attended Madera County Transportation Commission Board meetings
- Attended Madera County Technical Advisory Board meetings
- Attended City of Madera City Council meetings
- Attended Madera County Board of Supervisors meetings
- Attended Town Hall meetings

DISCUSSION

Unmet Transit Needs Report FY 2019/2020

The 2019-20 MCGJ reviewed the geographical layout, demographics, socio-economics, and growth of the County. In recognizing the diverse transportation needs of the County, MCGJ examined the public transit system as referenced in the SSTAC annual report and the SSTAC's community outreach activities. Additionally, MCGJ reviewed SSTAC's community outreach activities. SSTAC meets two to three times per year as a committee. There is one workshop and one public hearing held annually, typically in April, for the public to bring forward public transportation needs in their community. The community may also submit in writing the public transportation needs in their community. The workshop and public hearing are held at the MCTC office on Howard Street in the City of Madera only. No other meetings are held in varying locations throughout the county.

The SSTAC's Unmet Transit Needs FY 2019/2020 Report which was delivered and accepted by the MCTC Board determined there are no unmet transit needs.

The definition of "unmet transit needs" according to MCTC is:

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

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

The analysis of the 2019-2020 Report resulted in the following MCTC analysis

ANALYSIS OF THE COMMENTS RECEIVED AT THE PUBLIC HEARINGS

*Thirty-one of the public comments were considered by the SSTAC to be a potential unmet need. The SSTAC applied the MCTC Policy Board adopted definition of "unmet transit need" and "reasonable to meet" to those thirty-one comments and determined that for Fiscal Year 2019-2020 there are no **unmet transit needs, including transit needs that are reasonable to meet.** MCTC staff concur with the SSTAC's finding." Ref: "Unmet Transit Needs FY2019-2020*

Filed annually, the Unmet Transit Needs Report is required in order to receive Transportation Development Act (TDA) Funds. The administration of TDA funds includes the annual unmet transit needs process, which has three key components:

- Soliciting testimony on unmet transit needs
- Analyzing needs in accordance to adopted definitions of unmet transit need and reasonable to meet
- Adoption of a finding regarding unmet transit needs that may exist for the upcoming fiscal year. These tasks are to be performed in consultation with the Social Service Transportation Advisory Council (SSTAC)

Based on the Report and analysis, the MCGJ determined the “unmet transit needs” definition is vague and fails to take into account the geography, demographics, economic inequity, and growth of the County.

- The geographical County spread is over 2,147 square miles.
- The demographic makeup of the county shows 14 percent of the population is over 65 years of age.
- The economic inequity exists with 20 percent of the population living at or below poverty level.
- The pockets of growth along major highways and with poorly presented and communicated bus schedules, routes, and connections show the current transit system is not serving the needs of the most needy.

Funding Sources and Mandates

Many levels of government and non-government officials are involved with the funding of the County Public Transit System. Major funding sources administered by the MCTC are as follows:

Local Transportation Fund (LTF):

As the Regional Transportation Planning Agency (RTPA) for Madera County, MCTC is responsible for the administration of the Transportation Development Act (TDA) funds also known as Local Transportation Funds. TDA or Local Transportation Funds are funded through 25 percent of the statewide sales tax that is remitted back to the County of origin and is the primary funding source for most transit systems.

Measure T Fund:

Passed in November 2006, Measure T is the half percent sales tax in Madera County. By ordinance and voter-approved investment plan, 2 percent of the collected sales tax is allocated to Public Transportation.

State Transit Assistance (STA) Funds:

STA refers to State Transit Assistance. This is derived from sales tax on diesel fuel and is allocated by the State Legislature to the State Controller’s office. One hundred percent of allocations received by Madera County is spent on Public Transportation.

All three funding sources are allocated to the County of Madera, City of Madera, and City of Chowchilla based on population for operating and capital purposes. The sources and distribution of funding is complex as changing and new state and federal programs are implemented. The “Fixing America’s Surface Transportation Act” or FAST Act passed in December 2015 provides Federal Transit Administration (FTA) Section 5307 “urbanized area” funding apportionment in addition to Section 5311 and 5339 rural area funding. In April 2017, State Senate Bill 1, “Road

Repair and Accountability Act” was passed and will generate transit funding through the capital State of Good Repair (SGR) program and is augmented State Transit Assistance operations and capital funding. These are all complicated funding sources for the purpose of funding all modes of transportation. The new contract with FCEOC realized a \$2.5 million cost savings over a five-year period. There was no indication from the Public Works Department on how these new-realized savings will be used to improve public transportation services along with LTF, Measure T and STA funds.

Varying funding sources have provided sustained, operational, and capital revenue to the county’s public transportation service.

The following table shows the funding allocations, in US dollars for each fund over the last seven years. All figures expressed are in US Dollar

Fiscal Year	Local Transportation Fund \$			Measure T \$		STA \$		TOTAL \$
	Amount Collected	Amount Allocated to Public Transit	% to Public Transit	Amount Collected	Amount Allocated to Public Transit (2%)	Amount Allocated by State	Amount Allocated to Public Transit (100%)	
2012-13	3,438,947	775,592	22.55%	7,960,429	159,209	851,406	851,406	1,786,207
2013-14	3,633,786	452,344	12.45%	8,439,910	168,798	791,017	791,017	1,412,159
2014-15	3,841,484	612,426	15.94%	9,017,126	180,343	750,334	750,334	1,543,103
2015-16	3,802,382	899,250	23.65%	9,327,292	186,546	778,310	778,310	1,864,106
2016-17	3,882,097	1,049,186	27.03%	9,521,593	190,432	528,054	528,054	1,767,672
2017-18	4,179,802	1,150,064	27.51%	9,810,898	196,218	940,194	940,194	2,286,476
2018-19	4,370,474	1,020,605	23.35%	10,398,296	207,966	1,111,000	1,111,000	2,339,571

Information provided by Madera County Transportation Commission

Over the course of the last seven years there has been a net increase of roughly \$600,000 based on sales tax revenue, state, and federal funds. In addition a \$500,000 per year savings was realized with the new FCEOC contract. This provides for a \$2.4 million dollar annual budget for public transportation. Some unspent funds are reallocated to public works for roads. The \$2.5 million dollar savings from the FCEOC contract allocated those savings to roads, bike paths, and pedestrian walkways instead of being utilized for adding new transit routes for unmet transit needs.

Growth: If they build it, can we get there and back?

Throughout Madera County the existing public transit services and routes are insufficient. With increased residential development, commercial expansion, and access to recreational areas, the need for public transportation development is critical to the environmental conditions existing in the County. Without a quality transportation system, the County will face continued use of single person vehicles on the roads, thus impacting traffic congestion and air quality.

Unincorporated Madera County

As of 2019, Madera County is currently home to approximately 157,000 residents, and consists of two incorporated cities along with unincorporated mountain communities. The unincorporated mountain communities represent nearly half of the County's population. Eastern Madera County is the gateway to Yosemite National Park, which on average hosts over four million tourists every year. The sheer volume of traffic during the tourist travel season further increases the need for public transportation to reduce greenhouse gases and the number of vehicles on the road. According to the National Park Services' published statistics in 2017, Yosemite National Park employs 2,000 people throughout the year. Additionally, a number of volunteers and researchers spend time in the park. The transportation needs of area residents working in the tourism industry are an important consideration of the housing shortage in the surrounding communities.

Madera County is expanding housing and business developments within the cities of Madera and Chowchilla. Additional planned housing, businesses, and a medical facility in the unincorporated areas along the Highway 41 corridor in the southern part of the county bordering Fresno County are also in varying stages of development. New hotels in the Oakhurst mountain community are currently under construction. Expanded public transportation would encourage tourists, as well as the community-at-large, to visit other recreational areas, work in areas within and outside the County, and to attend events in Madera County, thereby further increasing revenue for all communities throughout the County.

Eighteen thousand new single-family homes have been approved by the Board of Supervisors to be built in the Rio Mesa area along the San Joaquin River. The Rio Mesa area includes two Master Planned Communities, which are under construction. These Master Planned Communities include the new Hillside School, a fire station, and commercial businesses. Community Medical Centers (CMC) purchased 200 acres, and planning is under way for the new medical campus to be located at the north east corner of Avenue 12 and Highway 41.

In the northeastern part of Madera County, the State Center Community College District selected a new campus site in Oakhurst. The 30-acre site, located off Highway 49, was purchased with Measure C bond funds. The \$25 million dollar state-of-the art campus will be built in phases with the first phase, a 21,450 square foot main building, projected to open in late 2022 or early 2023. The first building will feature seven classrooms, one for biology/chemistry lab plus a "prep" room, one art studio/classroom, one computer lab classroom and four general education classrooms that will allow for 2-way simultaneous broadcasting courses from other locations within the District. Without addressing the need for adequate public transportation, singular vehicle use will permeate the area already impacting the two-lane Highway 41.

City of Chowchilla

Chowchilla continues to approve new residential subdivisions, and the city is working to attract new businesses to downtown with incentive programs. Camarena Health relocated and expanded services. The new multi-family center campus health clinic is located on Prosperity Avenue. The center brings a variety of health services to the community.

City of Madera

Camarena Health also opened a school-based health clinic at Madera South High School. Camarena Health partnered with Madera South High School to build the first School-Based Health Center (SBHC) in Madera County. The SBHC is open to everyone in the community. It also houses the school nurse and health services office. The new Matilda Torres High School is anticipated to open in the fall of 2020 in the City of Madera. The high school will accommodate 2,200 students.

The Madera City Council approved a downtown incentive package intended to provide significant savings in city permitting and processing fees. The incentives fall under three categories: the development and redevelopment of downtown properties, remodeling and renovating older buildings and buildings that have experienced vacancies, and building projects that will be used for tax-exempt or nonprofit operations. The Madera County Economic Development Commission continues to actively pursue investors to support Madera County’s growth and expects an increased population and business base. With increased densities, it is critical to the mental health of individuals to have an opportunity to visit areas outside the city limits. Opportunities for exploring the rural areas must be available and provided by an available public transportation system from the Madera City Intermodal Hub. The existing public transit services and routes are insufficient. New housing expansions will further compound the problem. This growth and expansion will further increase the sheer number of single person vehicles on the road, impacting traffic congestion, and air quality.

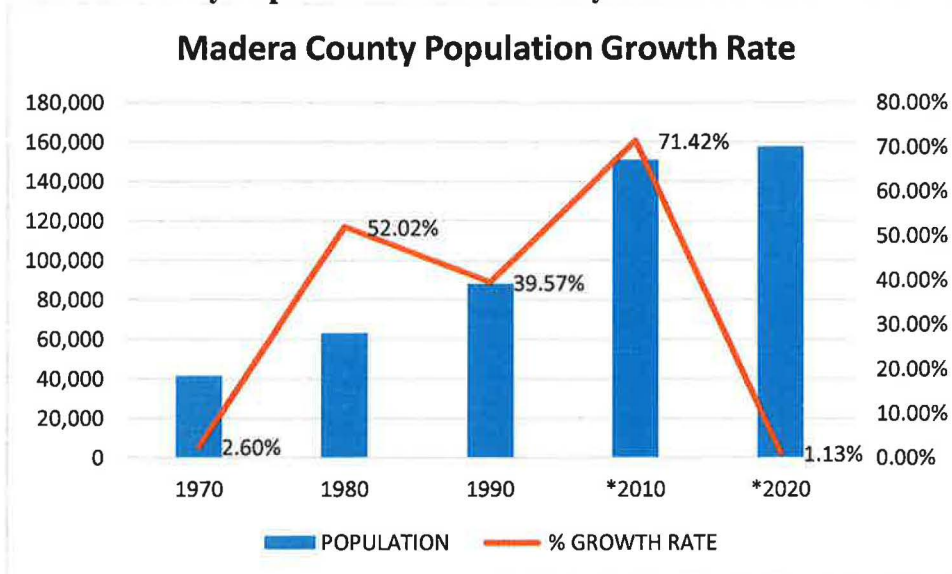


The Intermodal Hub, is located at 123 N. E Street in the City of Madera. MCC routes connect with Madera Area Express (MAX) and Greyhound at the Downtown Madera Intermodal Center.

The County encompasses 2,147 square miles with few population centers and many small, mountain communities. Seven of the top 17 population centers within the County are not serviced by the County transportation services leaving their transportation needs unmet. The graphic below depicts the population, distance of the incorporated and unincorporated areas to the Intermodal hub, and the number of bus routes through each area.

RANK	CITY/TOWN	POPULATION(2010 CENSUS DATA)	# MILES TO MADERA INTERMODAL	# MCC ROUTES
1	MADERA	61,416	0.3	5
2	CHOWCHILLA	18,720	17	5
3	MADERA ACRES	9,163	4	5
4	BONADELLE RANCHOS	8,569	11	5
5	YOSEMITE LAKES	4,952	29	3
6	NORTH FORK	3,018	41	3
7	OAKHURST	2,829	42	3
8	PARKSDALE	2,621	3	0
9	PARKWOOD	2,268	5	0
10	AHWAHNEE	2,246	47	0
11	COARSEGOLD	1,840	35	3
12	FAIRMEAD	1,447	12	5
13	RAYMOND	1,324	26	0
14	ROLLING HILLS	742	19	0
15	BASS LAKE	527	49	3
16	NIPINNAWASEE	425	50	0
17	LA VINA	279	8	2
18	PICAYUNE	69	32	0

Madera County Population Growth History Trend



Source: U.S. Census Bureau and Madera County Economic Development Commission

In 1970 there were 41,519 residents of Madera County, followed by a 52 percent population increase the following decade. As of 1990 the County population grew to 88,090, a 39.57 percent increase. The census year of 2010 showed the County ballooned by 71.42 percent bringing the number of residents to roughly 151,000. The 2018 census shows the County continuing to grow to a population of 157,327.

As the upward population trend of Madera County continues, the estimated population for 2020 is expected to be over 158,000 with the projected annual growth rate at 1.13 percent according to the most recent United States census data.

Can you get there from here and back?

Public Transit Services within Madera County includes:

Madera County:

Eastern Madera County Senior Bus Area (Figure 1)

Madera County Connection MCC (See Figure 2 fixed route service)

Medical Transit Service Dial a Ride.

YARTS

City of Madera:

The City of Madera is served by local public transit MAX and Dial a Ride Service.

City of Chowchilla:

The City of Chowchilla is served by local public transit CATX and a Dial a Ride Service.

Geography

Eastern Madera County Senior Bus Service

The Eastern Madera County Senior Bus Service is designed to provide transportation to medical appointments, senior centers, nutrition programs, shopping, and to various business locations in Eastern Madera County for 60+ year old seniors and disabled individuals. With the change in the contracted provider, the services in place for decades have had few changes. Limited service routes and hours continue to inhibit the usefulness of using public transit

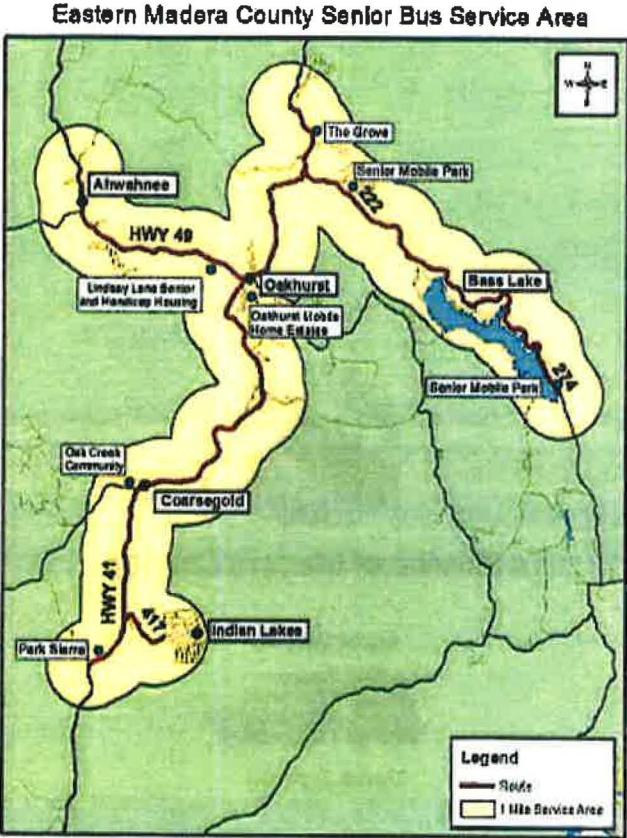


Figure 1

Service Area

The Madera County Senior Bus has a **limited Service Area** that serves residents in parts of Oakhurst, Bass Lake, Coarsegold, and Ahwahnee. *Note: The Senior Bus Service Area differs from the Medical Escort Service Area.*

Service Hours and Days

The Senior Bus operates Monday through Friday, 9 AM to 4 PM. There is no service on Holidays or weekends.

An application must be completed prior to using the Senior Bus Service.

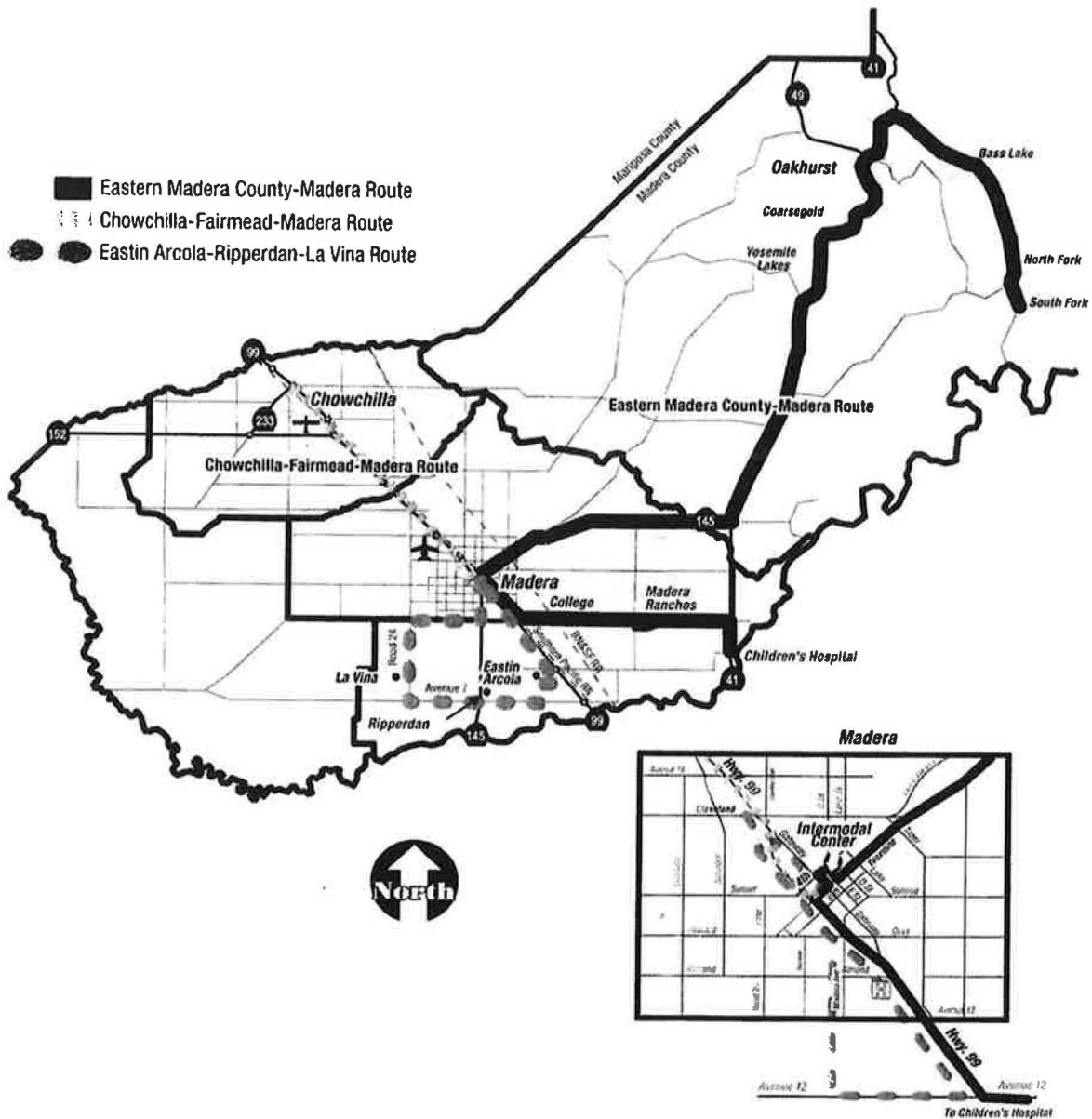
Limitations

The Senior Bus does not have direct routes into Madera or Fresno. No Senior Bus service is available for those seniors located in Raymond or North Fork.

Madera County Connection

The Madera County Connection services four routes: Chowchilla-Fairmead-Madera Route, Eastin-Arcola-Ripperdan-LaVina, College Route and Eastern Madera County-Madera. The Eastern Madera-Madera route services the communities of North Fork, Oakhurst, and Coarsegold.

MADERA COUNTY CONNECTION SYSTEM MAP



Madera County Connection (MCC) Figure 2

Service Area

The Chowchilla - Fairmead route provides five trips Monday through Friday from Downtown Madera to Chowchilla via Fairmead.

The Eastin Arcola - Ripperdan - La Vina route provides two loops on Wednesday and Friday through Eastin Arcola - Ripperdan - and La Vina before returning to Downtown Madera.

The College route provides five trips per day Monday through Friday from Downtown Madera to Children's Hospital.

The Eastern Madera-Madera route services the communities of North Fork, Oakhurst, and Coarsegold with three trips per weekday. This Eastern Madera Route operates three roundtrips per weekday – only one of these trips connects well with Yosemite Area Regional Transportation System (YARTS).

YARTS - operates one year-round route (State Route 140 Route between Merced and Yosemite) and three seasonal routes, typically from May to September (Routes State Route 41 from Fresno, State Route 120 from Sonora, and State Route 120/395 from Mammoth Lakes).

Service Hours and Days -Reference Bus Schedule

The MCC bus schedule is difficult to read and follow. It is difficult to determine how to get to and from various destinations within the County. Reference the website or call 311 for further details. Bus schedule information is not available at bus stops. There is no phone contact information posted and not all communities are served. There is only one reasonable connection with YARTS and none with other general service providers and no weekend or holiday service.

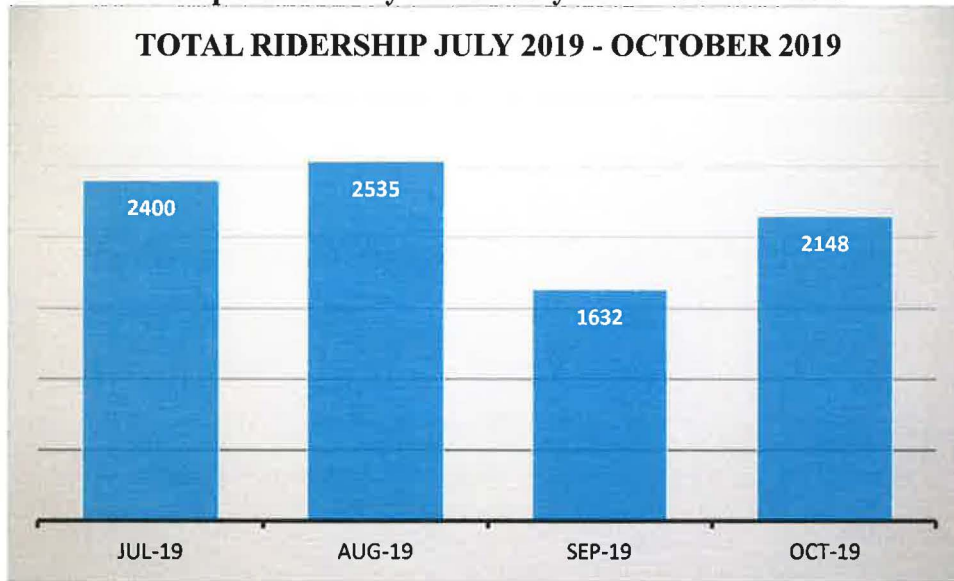
<http://mcctransit.com/routes/>

Limitations – There is no holiday or weekend services for any of the service area noted above routes. There are only two routes on Wednesday and Friday for the Eastin Arcola-Ripperdan-LaVina locations. MCC Eastern Madera Route arrives at Coarsegold at 7:05 AM and YARTS arrives at Coarsegold heading to Yosemite at 7:15 AM. Better coordination between YARTS and this route could yield at least one additional meaningful connection for area residents.

Based on the definition of unmet transit needs which is: to create routes that are feasible, serve the community, service a significant number of the population at an economical cost with effectiveness, the MCTC is failing to meet the needs of Madera County. This results in increased single vehicle use with resulting negative environmental impacts.

There have been no new service routes or expanded services in Madera County since the YARTS expansion in 2000 and the addition of MCC routes in 2002/2003 to Eastin Arcola, Ripperdan and LaVina.

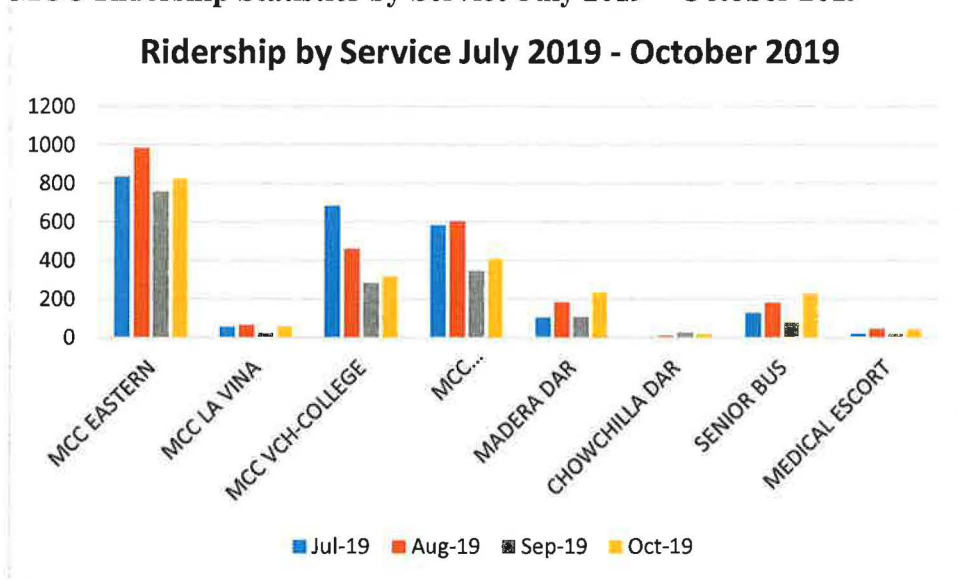
MCC Ridership Statistics by Month July 2019 – October 2019



Information provided by Madera County Public Works 2019. Ridership stats under new Public Transportation Provider FCEOC July 2019.

MCC 2019 ridership rates overall are tracking to historical ridership rates as shown on the Historical Ridership graph. The overall ridership in the four-month period above, shows an annual projection of 27,045 riders. Ridership information was not available from Public Works for November 2019-December 2019. Bus schedule information is an impediment to increase bus ridership. Up-to-date schedules are not available at bus stops, and there is no phone contact information listed and not all communities are served. There is only one reasonable connection with YARTS and none with other general service providers and no weekend or holiday service.

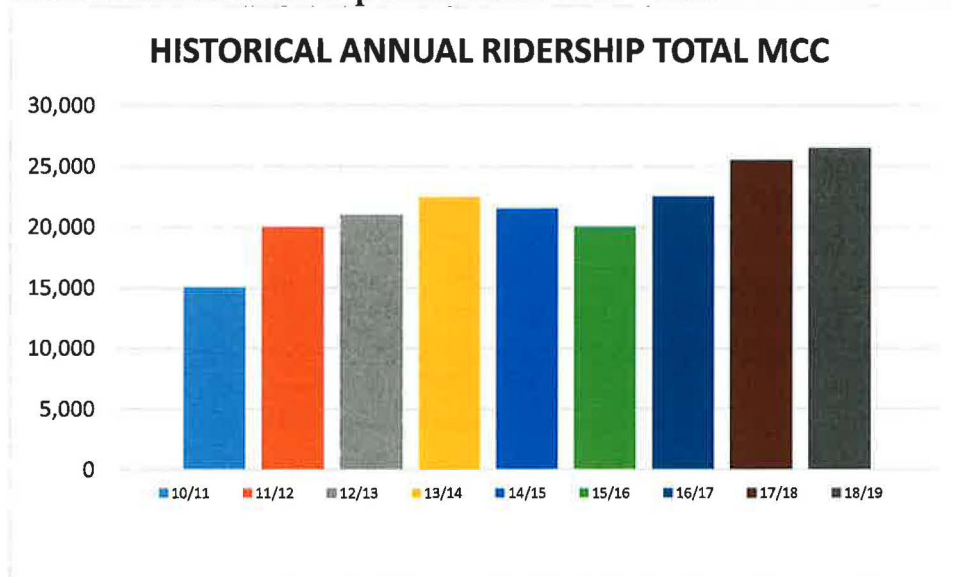
MCC Ridership Statistics by Service July 2019 – October 2019



Information provided by Madera County Public Works

MCC LaVina, Madera Dial a Ride, Chowchilla Dial-a-Ride, Senior Bus and Medical Escort are under used. When referencing the hours and the bus schedules, these services do NOT provide adequate hours or multiple bus route schedules. Bus schedule information is an impediment to increase bus ridership. Update to date schedules are not available at bus stops, there is no phone contact information listed and not all communities are served. There is only one reasonable connection with YARTS and none with other general service providers and no weekend or holiday service.

MCC Historical Ridership Statistics FY 2010 – 2019



Information provided by Madera County Public Works

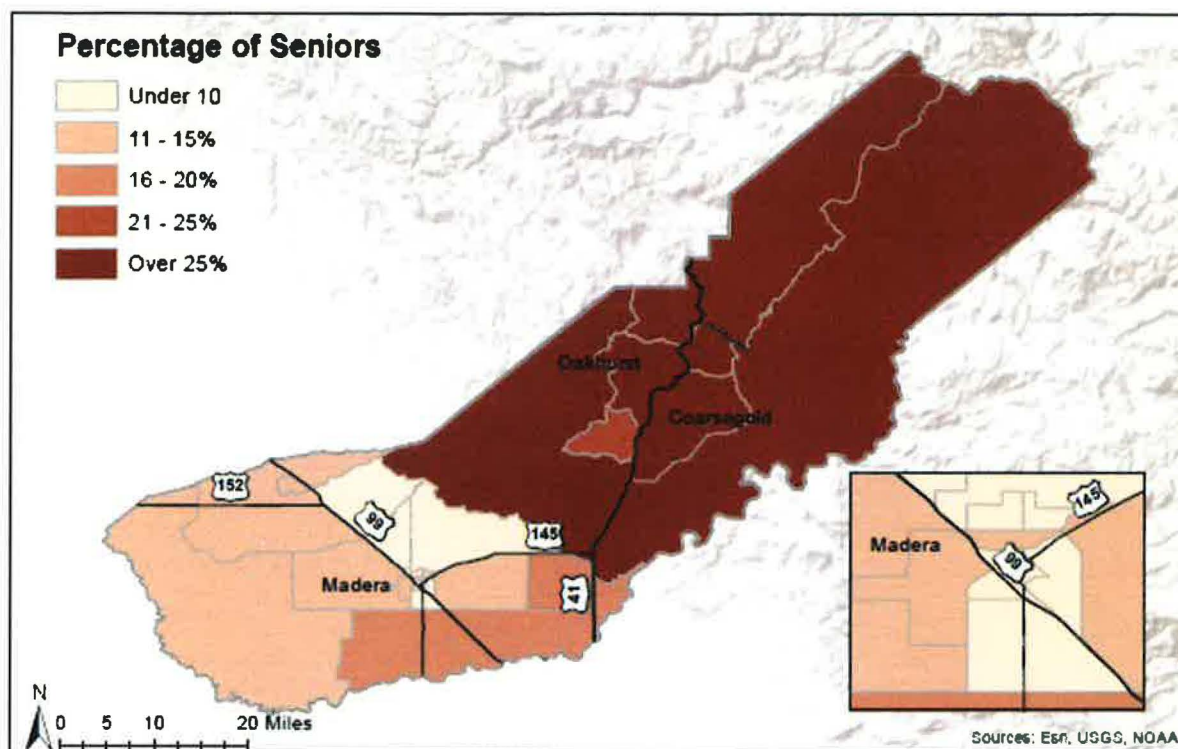
Historical ridership reports for MCC do not show any significant increases in ridership over the last three years and ridership actually dropped off for years 2014-2016. The graph above shows the combined ridership of Madera County Connection under the old service provider Merced Transportation Services.

Statistics of Transit Dependent Persons

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

Based on the definition of unmet transit needs: to create feasible routes, to serve the community, and to service a significant number of the population at an economical cost with effectiveness, the MCTC is failing to meet the needs of the residents of Madera County. With the exception of the College Route, added in 2017, and one new bus stop in Fairmead in 2019, the usefulness of Madera County Public Transit remains unchanged, inadequate, and unable to meet the needs of the older residents, the disabled, and persons of limited means in the growing area.

Demographics and Persons with Disabilities



Source: U.S. Census Bureau, 2013-2017 5-Year ACS (Table B01001)
FIGURE 3: DISTRIBUTION OF POPULATIONS AGE 65 OR OLDER BY CENSUS TRACT

Figure 3 illustrates the distribution of the aging population within Madera County. The majority of the aging population is concentrated in Eastern Madera County. Over 25 percent of the Eastern Madera County population are over 65 and aging. This represents over 13 percent of the entire county population. As the population ages, the need for adequate and readily available public transportation will become a much needed requirement and necessity.

As the over 65 population continues to grow, public transportation routes have not kept up to meet the needs in Madera County. To be effective, the Madera County transportation agencies have to plan for new and effective opportunities to meet the ever-growing transportation needs. For older residents, the need for public transportation services will increase for those no longer able or willing to drive. The number of older residents in Madera County is projected to grow to 34 percent by 2025.

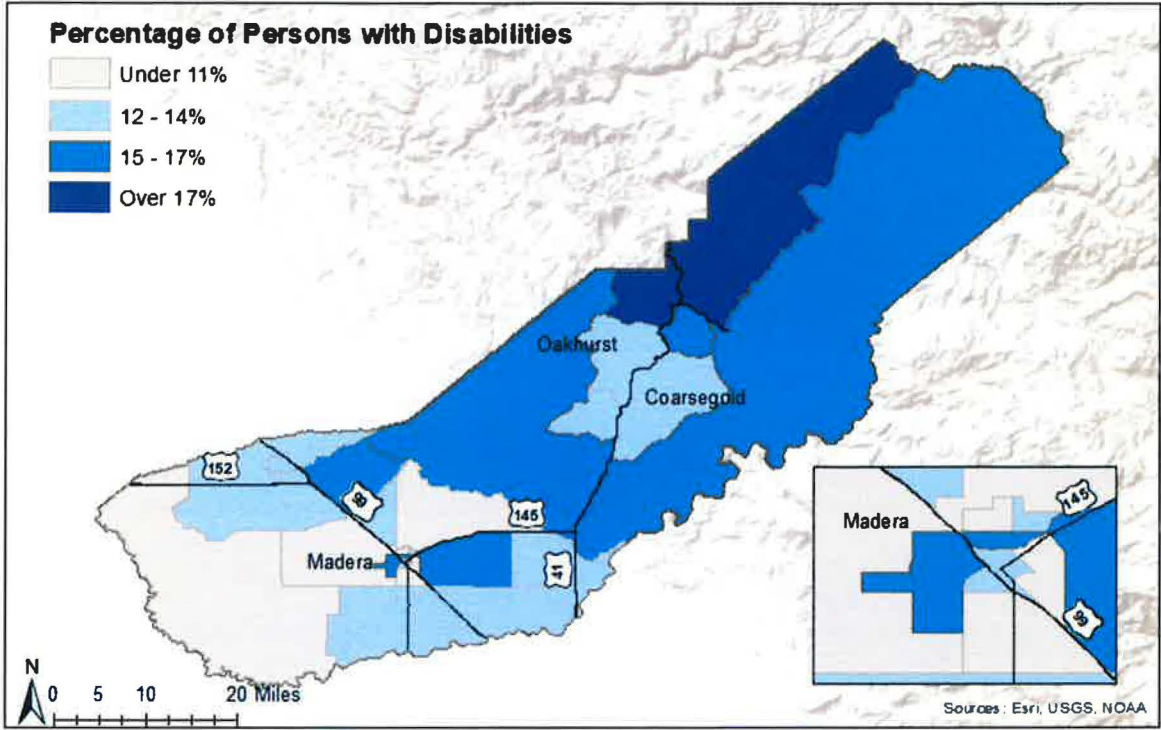


FIGURE 4: 2017 POPULATION ESTIMATE OF PERSONS WITH DISABILITIES
Source: U.S. Census Bureau, 2013-2017 5-Year ACS (Table S1810)

Persons with disabilities are in or near the City of Madera, City of Chowchilla, Fairmead, and in Eastern Madera County. Over 35 percent of the County’s population with disabilities are outside of the City of Madera and mainly located in Eastern and Western Madera County. The location of those with disabilities creates a greater need and that need is not being met. Expanded public transportation routes to these locations have not been added.

Economic Disparity

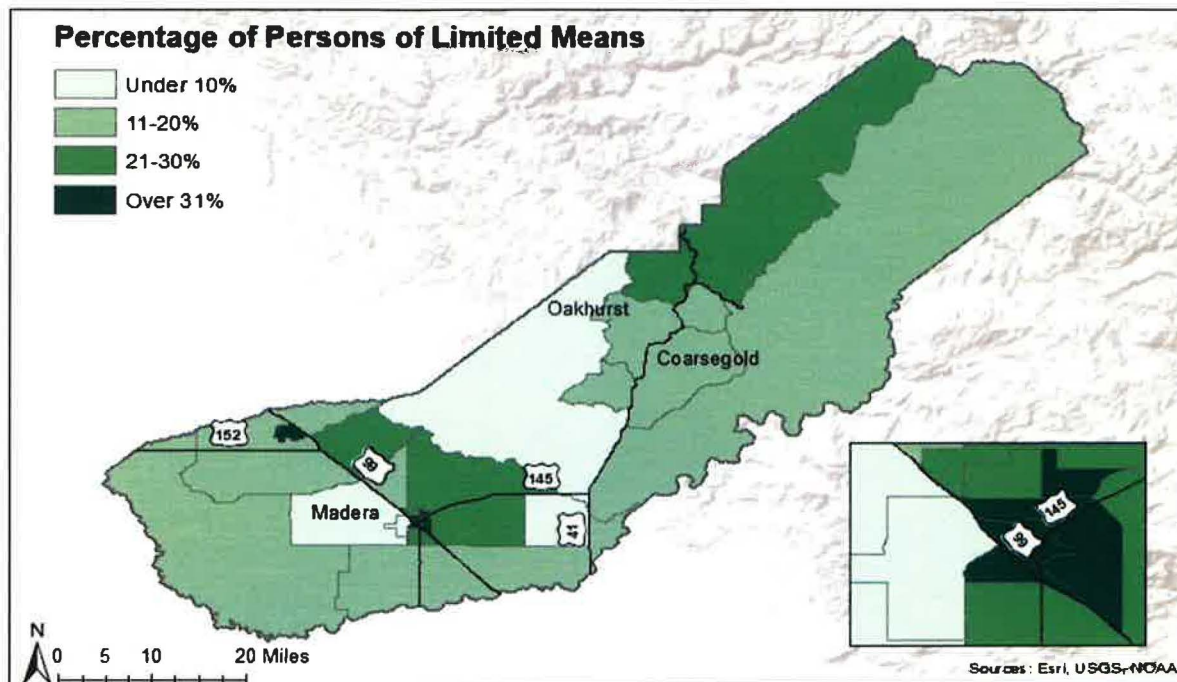


FIGURE 5: 2017 ESTIMATE OF PERSONS OF LIMITED MEANS

The concentration of persons living below poverty level by census tract is reflected in Figure 5 above. Darker colors reflect a higher percentage of people living in poverty, while lighter colors reflect a lower percentage. Over 20 percent of the population in Eastern and Southern Madera County are persons of limited means. Over 31 percent of the populations in and around Fairmead and Berenda are persons of limited means.

The ongoing lack of access to public transportation, and expanded route availability for these groups of residents, only further exacerbates the needs of the underserved. If these residents do not have access to affordable, available, and adequate public transportation, single person vehicles will continue to impact traffic congestion and safety, as well as air quality in Madera County.

FINDINGS

- F1.** The MCGJ finds that the definition of unmet transit needs is vague and fails to consider the geography, the demographics, and the economic inequity of Madera County.
- F2.** The MCGJ finds that bus schedule information is not readily available.
- F3.** The MCGJ finds that bus schedules are difficult to read and understand.
- F4.** The MCGJ finds that there is inadequate public outreach to secure community input for transit needs from low income, senior citizens, and from rural mountain communities.
- F5.** The MCGJ finds that there continues to be unmet transit needs throughout the county which will only increase in outlying areas as the population increases and ages.

F6. The MCGJ finds that MCC LaVina, Fairmead, Berenda, Madera Dial a Ride, Chowchilla Dial a Ride, Senior Bus and Medical Escort are underused.

F7. The MCGJ finds that when referencing the hours and the bus schedules, transit services do not provide adequate hours or diverse route schedules.

F8. The MCGJ finds that there are several volunteer unfilled positions on the SSTAC committee. This limits the input from the underserved populations in the community.

F9. The MCGJ commends the County on the consolidated contract agreement and, cost savings of \$500,000 per year over five years with the selection of FCEOC as the bus service provider under a single operator contract.

F10. The MCGJ finds that little is being done to market public transportation within the County.

RECOMMENDATIONS

R1. The MCGJ recommends that, by the beginning of fiscal year 21-22, the MCTC redefine the definition of “unmet transit needs” to be clearly outlined in layman terms.

R2. The MCGJ recommends that, by the beginning of fiscal year 21-22, bus schedules be posted at bus stops, inside buses, and be made available at local businesses.

R3. The MCGJ recommends that, by the beginning of fiscal year 21-22, bus schedules should be easier to read to promote ridership and ensure the clarity of transit availability.

R4. The MCGJ recommends that, by the beginning of fiscal year 21-22, SSTAC increase Unmet Transit Needs Workshops and Unmet Transit Needs Public Hearings to four times per year to promote community involvement from other County locations outside of the City of Madera.

R5. The MCGJ recommends that, by the beginning of fiscal year 21-22, an incentive programs, including FREE ridership days once a month for Seniors, Disabled and Persons with Limited Means , be introduced.

R6. The MCGJ recommends that, by the beginning of fiscal year 21-22, the Senior Bus, Dial-a-Ride, and Medical Transport County service be reviewed and expanded within Eastern Madera County, LaVina, Fairmead, and Berenda.

R7. The MCGJ recommends that, by the beginning of fiscal year 21-22, additional bus routes be added for Fairmead, LaVina, Berenda, Raymond, North Fork, and Eastern Madera County.

R8. The MCGJ recommends that, by the beginning of fiscal year 21-22, a concerted effort be made by SSTAC to recruit volunteers to serve on the SSTAC committee.

R9. The MCGJ recommends that, by the beginning of fiscal year 21-22, the annual \$500,000 savings be utilized to increase transit service routes in outlying areas; Eastern Madera County, La Vina, Fairmead, Berenda, Raymond, and North Fork.

R10. The MCGJ recommends that, by the beginning of fiscal year 21-22, the County Public Works Department proactively seek additional funding, either through grants or minimal fare increases, to brand themselves and actively market their services to improve community outreach and increase ridership.

REQUIRED RESPONSES:

Pursuant to Penal Code sections 933 and 933.05, the grand jury requests responses as follows:

From the following elected county officials within 60 days:

**Madera County Board of Supervisors
200 W. Fourth Street, Madera, CA 93637**

From the following governing bodies within 90 days:

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

**Mr. Bobby Kahn
Executive Director
Madera County Economic Development Commission
2425 West Cleveland Avenue, Suite 101, Madera, CA 93637**

INVITED RESPONSES

**Mr. Philip Toler
Deputy Director
Madera County Public Works
200 W. Fourth Street, Madera, CA 93637**

**Ms. Madeline Harris
Leadership Counsel for Justice and Accountability
2210 San Joaquin Street, Fresno, CA 93721**

Reports issued by the Grand Jury do not identify individuals interviewed. Penal Code section 929 requires that reports of the Grand Jury not contain the name of any person or facts leading to the identity of any person who provides information to the Grand Jury.

BIBLIOGRAPHY:

Madera County Transportation Commission, SSTAC; Unmet Transit Needs FY 2019-2020
<https://www.maderactc.org/bc-transportation/page/unmet-transit-needs-findings-report>
 Madera County Economic Development Commission; Annual Report 2017/2018
 Madera County Transportation Commission; 2019 Federal Transportation Improvement Program
 Madera County Public Works; REQUEST FOR PROPOSALS FOR OPERATIONS AND MAINTENANCE OF TRANSIT SERVICES
 Madera County Transportation Commission; 2017 Public Participation Plan
 Fiscal Years 2018-19 through 2021-22
 Madera County Transportation Commission; Measure “T” Strategic Plan 2017
 Measure T Citizens’ Oversight Committee; Meeting Minutes and Agenda
<http://yarts.com/wp-content/uploads/2019/04/YARTS-Short-Range-Transit-Plan-2019.pdf>



2001 Howard Road, Suite 201
Madera, California 93637

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

January 15, 2021

Jay Varney, CAO
County of Madera, Administrative Office
200 W. 4th Street
Madera, CA 93637

Dear Mr. Varney,

The Madera County Transportation Commission (MCTC) was provided a copy of a Grand Jury Report, dated December 21, 2020. The report is titled, "Madera County's Unmet Transit Needs in Madera County: Riders without Routes (attached is a courtesy copy).

MCTC staff reviewed the report and has noted that it appears the following items are within the jurisdiction of Madera County.

- Finding 2
- Finding 3
- Finding 5
- Finding 6
- Finding 7
- Finding 9
- Finding 10

The MCTC does not have authority or control to address the items above. However, MCTC does have authority and control to respond to Findings 1, 4, and 8.

MCTC staff met with your staff, Philip Toler, on January 12, 2021, and we agree that the most effective way to respond to the report is to respond separately since we are separate legal entities. MCTC would appreciate a copy of your direct response to the Grand Jury Report, and MCTC will provide you with MCTC's response as well.

If you have any questions, please contact me at patricia@maderactc.org.

Sincerely,

A handwritten signature in black ink, appearing to read "PTaylor", written over a horizontal line.

Patricia Taylor
Executive Director
Madera County Transportation Commission

cc: Phil Toler, Deputy Director, County of Madera
Karen, Pogue, Chief Clerk to the BOS, County of Madera



2001 Howard Road, Suite 201
Madera, California 93637

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

February 17, 2021

Judge Michael Jurkovich
Supervising Judge of the Grand Jury
Madera County Superior Court
200 S. G Street
Madera, California 93637

Madera County Grand Jury
P.O. Box 534
Madera, California 93639

Subject: Response to Grand Jury Report – Final Report 1920-02, entitled “Unmet Transit Needs in Madera County: Riders without Routes,” December 21, 2020

Honorable Supervising Judge Jurkovich:

Pursuant to California Penal Code 933.05(a) and (b), the Madera County Transportation Commission (MCTC) submits this response to the findings and recommendations in the Grand Jury Report – Final Report 1920-02, entitled “Unmet Transit Needs in Madera County: Riders without Routes,” December 21, 2020.

As a preliminary matter, Penal Code Section 993(b) requires that “the governing body of the public agency shall comment...on the findings and recommendations pertaining to matters *under the control of the governing body.*” MCTC respectfully notes that Findings 2, 3, 5, 6, 7, 9, and 10, and the associated recommendations, pertain to matters that are not under the control of MCTC. MCTC is a public agency that is distinct and separate from the County of Madera and has a separate governing board. As such, MCTC is not the entity who would be able to provide a response to those items, nor would it have authority to implement the associated recommendations as further noted below. In an effort to facilitate comments, MCTC has forwarded a copy of the Grand Jury report to the County of Madera (see attached cover letter dated January 15, 2021).

FINDINGS:

Finding 1: The MCGJ finds that the definition of unmet transit needs is vague and fails to consider the geography, the demographics, and the economic inequity of Madera County.

Finding 1 Response: Agree. However, neither the Transportation Development Act (TDA) nor the California PUC provide guidance on the definition for “Unmet Transit Needs” or “Reasonableness to Meet”.

PUC-99401.5(c)

The definition adopted by the transportation planning agency for the terms “unmet transit needs” and “reasonable to meet” shall be documented by resolution or in the agency’s minutes.

The MCTC legally complies with the TDA and California PUC requirements – Sections 99400-99408.

There is no statute for these definitions related to the geography, demographics, and economic inequity in a region.

The Social Service Transportation Advisory Council (SSTAC) is comprised of a diverse group of representatives of social service and transit providers representing the elderly, disabled, and persons of limited means. An essential responsibility of the SSTAC is to advise the transportation planning agency on any major transit issues, including coordinating and consolidating specialized transportation services for those they represent. This responsibility includes considering the definition that guides the Unmet Transit Needs process related to problems or concerns with the region’s transit operations.

Finding 2: The MCGJ finds that bus schedule information is not readily available.

Finding 2 Response: MCTC respectfully responds that this finding does not pertain to a matter under its control. Instead, matters pertaining to Finding 2 are believed to be within the jurisdiction and control of the County of Madera, who is responsible for bus schedule information. MCTC has provided a courtesy copy of the Grand Jury report to the County of Madera, noting that this finding appears to be within the County’s jurisdiction. As this matter does not pertain to a matter under MCTC’s control, it is unable to respond regarding agreement or disagreement to the same [see Penal Code Section 933(b)].

Finding 3: The MCGJ finds that bus schedules are difficult to read and understand.

Finding 3 Response: MCTC respectfully responds that this finding does not pertain to a matter under its control. Instead, matters pertaining to Finding 3 are believed to be within the jurisdiction and control of the County of Madera, who is responsible for bus schedule development. MCTC has provided a courtesy copy of the Grand Jury report to the County of Madera, noting that this finding appears to be within the County’s jurisdiction. As this matter does not pertain to a matter under MCTC’s control, it is unable to respond regarding agreement or disagreement to the same [see Penal Code Section 933(b)].

Finding 4: The MCGJ finds that there is inadequate public outreach to secure community input for transit needs from low income, senior citizens, and from rural mountain communities.

Finding 4 Response: Disagree. Pursuant to TDA regulations, MCTC is required to conduct at least one public hearing to receive potential unmet transit needs from the public. MCTC also makes accommodations for interested individuals to remotely access and participate in public hearings online.

PUC-99401.5 (c)

The transportation planning agency shall hold at least one public hearing pursuant to Section 99238.5 for the purpose of soliciting comments on the unmet transit needs that may exist within the jurisdiction, and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

MCTC receives comments and input on potential unmet transit needs throughout the entire year. MCTC has discussed unmet transit needs at workshops and provided opportunities for interested individuals to provide comments or feedback during these functions.

Public hearing and workshop information has been noticed in local newspapers, made available on public transit vehicles for riders, distributed to local social service agencies, distributed to businesses, distributed to online email groups, and posted on websites and social media in both English and Spanish.

Finding 5: The MCGJ finds that there continues to be unmet transit needs throughout the county which will only increase in outlying areas as the population increases and ages.

Finding 5 Response: MCTC respectfully responds that this finding does not pertain to a matter under its control. Instead, matters pertaining to Finding 5 are believed to be within the jurisdiction and control of the County of Madera. MCTC has provided a courtesy copy of the Grand Jury report to the County of Madera, noting that this finding appears to be within the County's jurisdiction. As this matter does not pertain to a matter under MCTC's control, it is unable to respond regarding agreement or disagreement to the same [see Penal Code Section 933(b)].

Finding 6: The MCGJ finds that MCC LaVina, Fairmead, Berenda, Madera Dial a Ride, Chowchilla Dial a Ride, Senior Bus and Medical Escort are underused.

Finding 6 Response: MCTC respectfully responds that this finding does not pertain to a matter under its control. Instead, matters pertaining to Finding 6 are believed to be within the jurisdiction and control of the County of Madera, who is responsible for the operation of transit service. MCTC has provided a courtesy copy of the Grand Jury report to the County of Madera, noting that this finding appears to be within the County's jurisdiction. As this matter does not pertain to a matter under MCTC's control, it is unable to respond regarding agreement or disagreement to the same [see Penal Code Section 933(b)].

Finding 7: The MCGJ finds that when referencing the hours and the bus schedules, transit services do not provide adequate hours or diverse route schedules.

Finding 7 Response: MCTC respectfully responds that this finding does not pertain to a matter under its control. Instead, matters pertaining to Finding 7 are believed to be within the jurisdiction and control of the County of Madera, who is responsible for bus and route schedule information. MCTC has provided a courtesy copy of the Grand Jury report to the County of Madera, noting that this finding appears to be within the County's jurisdiction. As this matter does not pertain to a matter under MCTC's control, it is unable to respond regarding agreement or disagreement to the same [see Penal Code Section 933(b)].

Finding 8: The MCGJ finds that there are several volunteer unfilled positions on the SSTAC committee. This limits the input from underserved populations in the community.

Finding 8 Response: Agree, there are two volunteer unfilled positions on the SSTAC committee. This limits the input from underserved populations in the community.

Finding 9: The MCGJ commends the County on the consolidated contract agreement and, cost savings of \$500,000 per year over five years with the selection of FCEOC as the bus service provider under a single operator contract.

Finding 9 Response: MCTC respectfully responds that this finding does not pertain to a matter under its control. Instead, matters pertaining to Finding 9 are believed to be within the jurisdiction and control of the County of Madera, who is responsible for transit operator contract agreements. MCTC has provided a courtesy copy of the Grand Jury report to the County of Madera, noting that this finding appears to be within the County’s jurisdiction. As this matter does not pertain to a matter under MCTC’s control, it is unable to respond regarding agreement or disagreement to the same [see Penal Code Section 933(b)].

Finding 10: The MCGJ finds that little is being done to market public transportation within the County.

Finding 10 Response: MCTC respectfully responds that this finding does not pertain to a matter under its control. Instead, matters pertaining to Finding 10 are believed to be within the jurisdiction and control of the County of Madera, who is responsible for marketing public transportation within the County. MCTC has provided a courtesy copy of the Grand Jury report to the County of Madera, noting that this finding appears to be within the County’s jurisdiction. As this matter does not pertain to a matter under MCTC’s control, it is unable to respond regarding agreement or disagreement to the same [see Penal Code Section 933(b)].

RECOMMENDATIONS:

Recommendation 1: The MCGJ recommends that, by the of beginning Fiscal Year 21-22, the MCTC redefine the definition of “unmet transit needs” to be clearly outlined in layman terms.

Recommendation 1 Response: The MCTC definition of “unmet transit needs,” is concise. “Unmet Transit Needs,” includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation.

MCTC staff will include an item on the next SSTAC meeting agenda, scheduled for April 1, 2021, to discuss and take action to accept or amend the definition. If a recommendation is made to amend the definition, it would initiate a process that would ultimately require action from the MCTC Policy Board.

MCTC staff will initiate a fixed quarterly SSTAC meeting, and report quarterly to the MCTC Policy Board.

Recommendation 2: The MCGJ recommends that, by the beginning of Fiscal Year 21-22, bus schedules be posted at bus stops, inside buses, and be made available at local businesses.

Recommendation 2 Response: As explained above, MCTC respectfully notes this matter is outside the control of MCTC. As such, MCTC does not have the legal authority to respond regarding the implementation of the recommendation as requested [see Penal Code Section 933(b)].

Recommendation 3: The MCGJ recommends that, by the beginning of Fiscal Year 21-22, bus schedules should be easier to read to promote ridership and ensure the clarity of transit availability.

Recommendation 3 Response: As explained above, MCTC respectfully notes this matter is outside the control of MCTC. As such, MCTC does not have the legal authority to respond regarding the implementation of the recommendation as requested [see Penal Code Section 933(b)].

Recommendation 4: The MCGJ recommends that, by the beginning of Fiscal Year 21-22, SSTAC increase Unmet Transit Needs Workshops and Unmet Transit Needs Public Hearings to four times per year to promote community involvement from other County locations outside of the City of Madera.

Recommendation 4 Response: MCTC's process is compliant. MCTC has never had nor will be limited to fixed in-person participation. There are various opportunities and methods for interested individuals to participate throughout the year. Expansion of the process is discretionary and based on the availability of resources. MCTC will schedule additional workshops as resources allow. During this unprecedented time with COVID-19 restrictions, MCTC will schedule, and advertise a GoToWebinar. The webinar(s) will be recorded and available on MCTC's website.

Recommendation 5: The MCGJ recommends that, by the beginning of Fiscal Year 21-22, incentive programs, including FREE ridership days once a month for Seniors, Disabled and Persons with Limited Means, be introduced.

Recommendation 5 Response: As explained above, MCTC respectfully notes this matter is outside the control of MCTC. As such, MCTC does not have the legal authority to respond regarding the implementation of the recommendation as requested [see Penal Code Section 933(b)].

Recommendation 6: The MCGJ recommends that, by the beginning of Fiscal Year 21-22, the Senior Bus, Dial-a-Ride, and Medical Transport County service be reviewed and expanded within Eastern Madera County, LaVina, Fairmead, and Berenda.

Recommendation 6 Response: As explained above, MCTC respectfully notes this matter is outside the control of MCTC. As such, MCTC does not have the legal authority to respond regarding the implementation of the recommendation as requested [see Penal Code Section 933(b)].

Recommendation 7: The MCGJ recommends that, by the beginning of Fiscal Year 21-22, additional bus routes be added for Fairmead, Berenda, Raymond, North Fork, and Eastern Madera County.

Recommendation 7 Response: As explained above, MCTC respectfully notes this matter is

outside the control of MCTC. As such, MCTC does not have the legal authority to respond regarding the implementation of the recommendation as requested [see Penal Code Section 933(b)].

Recommendation 8: The MCGJ recommends that, by the beginning of Fiscal Year 21-22, a concerted effort be made by SSTAC to recruit volunteers to serve on the SSTAC committee.

Recommendation 5 Response: MCTC staff, in January 2021, advertised the SSTAC vacancies in Madera’s local newspapers and on MCTC’s social media accounts. Flyers are posted on transit buses from all three providers that service the Madera County area. Also, MCTC staff reached out to social service providers, requesting to post vacancy flyers. The announcement of vacancies has also been sent to community members included on MCTC’s email list. The following is a more detailed list of the outreach efforts completed:

- Advertisement in print and online newspapers of general circulation;
- Facebook post with a boost that reached 3,259;
- Emails sent to MCTC Agenda recipient list;
- Emails sent to SSTAC recipient list with the announcement of SSTAC vacancies and requesting the announcement to be posted. The list includes: Bass Lake Chamber, Oakhurst Chamber, Coarsegold Chamber, North Fork Chamber, Madera Chamber, Chowchilla Chamber, Madera County Economic Development Commission, Madera Farm Bureau, Chukchansi Tribe, North Rancheria of Mono Indians, Camarena Health, California Rural Legal Assistance, Madera County Action Partnership, Leadership Counsel, Madera Workforce Development, and Fairmead Community and Friends; and
- Emails sent to libraries, senior centers, and public health providers, requesting to post flyers in their facilities and social media.

Recommendation 9: The MCGJ recommends that, by the beginning of Fiscal Year 21-22, the annual \$500,000 savings be utilized to increase transit service routes in outlying areas; Eastern Madera County, LaVina, Fairmead, Berenda, and North Fork.

Recommendation 9 Response: As explained above, MCTC respectfully notes this matter is outside the control of MCTC. As such, MCTC does not have the legal authority to respond regarding the implementation of the recommendation as requested [see Penal Code Section 933(b)].

Recommendation 10: The MCGJ recommends that, by the beginning of Fiscal Year 21-22, the County Public Works Department proactively seek additional funding, either through grants or minimal fare increases, to brand themselves and actively market their services to improve community outreach and increase ridership.

Recommendation 10 Response: As explained above, MCTC respectfully notes this matter is outside the control of MCTC. As such, MCTC does not have the legal authority to respond regarding the implementation of the recommendation as requested [see Penal Code Section 933(b)].

The Madera County Transportation Commission would like to thank the Madera Grand Jury’s review and time involved in this matter and appreciates the opportunity to respond to the findings and recommendations. MCTC would like to offer the following clarifications to the content of the report:

- Page 5: *Filed annually, the Unmet Transit Needs Report is required in order to receive Transportation Development Act (TDA) Funds.* The main purpose of the Unmet Transit Needs process is to ensure that all the unmet transit needs reasonable to meet are fully funded before Local Transportation Funds can be released to fund street and road expenditures.
- Page 5: *Local Transportation Fund: As the Regional Transportation Planning Agency (RTPA) for Madera County, MCTC is responsible for the administration of the Transportation Development Act (TDA) funds also known as Local Transportation Funds. TDA or Local Transportation Funds are funded through 25 percent of the statewide sales tax that is remitted back to the County of origin and is the primary funding source for most transit systems.* The Local Transportation Fund (LTF) is derived from ¼ cent of the 1.25 cent local rate of the general sales tax collected in each county and then returned to that county.
- Page 13: *Based on the definition of unmet transit needs which is: to create routes that are feasible, serve the community, service a significant number of the population at an economical cost with effectiveness, the MCTC is failing to meet the needs of Madera County. This results in increased single vehicle use with resulting negative environmental impacts.* From MCTC’s perspective, this statement can be addressed from both a “reasonable to meet” TDA needs standard and a general interpretation of “...failing to meet the needs of Madera County.” MCTC is mandated to comply with the TDA unmet transit needs requirements and has an established compliant process with an adopted definition of unmet transit needs. Based on MCTC’s current definition of unmet transit needs, MCTC has responded to County-wide feedback in full compliance with the TDA. As noted in Recommendation #1, MCTC will closely coordinate with the SSTAC in evaluating the efficacy of MCTC’s current definition of unmet transit needs, taking into consideration factors needed to demonstrate reasonably meeting unmet needs, something explicitly required of the SSTAC members who ultimately are responsible for forwarding a recommendation to the MCTC Board.

From a more general interpretation of the definition of “needs,” the Grand Jury Report’s statement “*MCTC is failing to meet the needs of Madera County,*” does not delineate areas of need and can be interpreted as all-encompassing without specificity. Although there certainly may be transit needs in the County, they may not be considered feasible to address based on performance considerations. Through quarterly SSTAC meetings, as noted in Recommendation #1, and effective community outreach, MCTC looks forward to improving its understanding of specific needs throughout Madera County and working closely with local transit operators to address feasible unmet transit needs.

- Page 14: *There is only one reasonable connection with YARTS and none with other general service providers.* There are three possible connections between MCC and YARTS.

Respondents:

Council Member Jose Rodriguez, MCTC Policy Board Chair
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, California 93637

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



STAFF REPORT
Board Meeting of February 17, 2021

AGENDA ITEM: 5-0
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

CalCOG Virtual Leadership Forum, March 22-23, 2021

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The CalCOG Leadership Forum is a conference to address regional planning issues and to network with peers. MCTC has spots for 6 attendees. Last year, Supervisor Poythress, Council Member Rodriguez, and Director Patricia Taylor were registered. The forum was postponed due to COVID-19. CalCOG is now offering a 2 for 1 registration. Therefore, we have three spots to fill, if Commissioner Poythress and Council Member Rodriguez are available to attend. For the conference schedule please see the [CalCOG website](#).

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of February 17, 2021

AGENDA ITEM: 5-P

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

San Joaquin Valley Household Travel Survey

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The San Joaquin Valley Household Travel Survey (VHTS) will collect data for the eight counties in the San Joaquin Valley, 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 Metropolitan Planning Organizations (MPO). These models are a critical tool for planning activities at local, regional, state, and federal levels, such as Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) development, making air quality conformity determination, transportation corridor studies, environmental justice analysis, Senate Bill 743 Vehicle Miles Traveled (VMT) analysis under California Environmental Quality Act (CEQA), impact fee nexus studies, and transit service planning.

The California Household Travel Survey (CHTS) used to be conducted by Caltrans Headquarters at a statewide level. The most recent CHTS was completed in 2012. The MCTC traffic model utilized CHTS data for updates in 2015 and 2019. There are no plans for the state to conduct another CHTS. The data produced from the survey is the most adequate available for calibrating and validating certain types of travel behavior in travel models. A region's travel model must use latest readily available planning assumptions and data and be calibrated and validated at least every 10 years. Many valley MPOs operate travel models that will need to be recalibrated and revalidated in the next two to three years. Given the degree of change in California travel behavior and the age of existing CHTS data, there is significant need to broadly survey San Joaquin Valley communities to ensure accurate planning assumptions can be applied to travel analysis tools.

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. Fresno Council Of Governments (Fresno COG) will be the primary project manager with oversight from the other seven valley MPOs. The California Department of Housing and

Community Development (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.

An application has been prepared for a Caltrans Sustainable Transportation Planning Grant by Fresno COG. MCTC has provided a letter of support written to the Caltrans Director, Toks Omishakin for the grant application. A copy of the letter is included with this item. The grant application was submitted to Caltrans on February 12, 2021.

The project would take place in the 2021-22 fiscal year. The project will launch, and an oversight committee will be formed in the summer of 2021. The survey structure will be planned and crafted in the fall of 2021. The actual survey would take place in the winter of 2022. It is currently estimated between 6,000 and 7,000 surveys will be conducted. Processing, reporting, and the project completion would take place in the spring of 2022.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.

February 12, 2021

Toks Omishakin, Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Re: Caltrans Sustainable Communities Grant Application for the San Joaquin Valley Household Travel Survey

Mr. Omishakin:

On behalf of Madera County Transportation Commission (MCTC), I am writing to express our support for the Fresno Council of Governments' Sustainable Communities grant application to develop and administer the San Joaquin Valley Household Travel Survey in partnership with the seven other San Joaquin Valley Metropolitan Planning Organizations (Valley MPOs).

The San Joaquin Valley Household Travel Survey will collect travel and household data for the eight counties in the San Joaquin Valley, including 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 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) development, air quality conformity, transportation corridor studies, environmental justice analysis, Senate Bill 743 Vehicle Miles Traveled (VMT) analysis under California Environmental Quality Act (CEQA), impact fee nexus studies, transit service planning, and more.

The travel models are extensively used in the development of the land use, housing, and transportation strategies included in each MPO's Sustainable Communities Strategy to help the region achieve the greenhouse gas (GHG) reduction targets set by the State. The travel models are also a critical tool in the implementation of Senate Bill 743, which requires that Vehicle Miles Traveled (VMT) be the performance metric used in the transportation impact analysis in the CEQA process. SB 743 encourages infill and mixed-use development and supports sustainable transportation projects that will reduce VMT and GHG emissions. A properly updated travel model is necessary to measure VMT impact of proposed projects and steer future growth towards desirable locations that lead to more sustainable and healthy communities. The travel models are also used to conduct environmental justice analysis for regional transportation plans to ensure equitable distribution of benefits and burdens of the investments included in the plan. As such, the travel models are an important tool in creating more equitable and sustainable communities.

The Valley MPOs lack recent household travel survey data, and are currently relying on 10-year-old data, as there is no longer a statewide effort to collect such data. If the Valley MPOs are unable to update their models with more current data, they run the risk falling out of compliance with air

quality conformity, potentially resulting in the loss of approximately \$2 billion in federal transportation funding for the Valley.

The ramification of not having properly updated models due to lack of recent house travel survey data is potentially devastating to the Valley. Transportation and land use planning rely on solid travel demand models to measure our progress towards achieving our climate change, air quality, social equity, and other sustainability goals. A valleywide household travel survey is key to plan for our success in the San Joaquin Valley.

MCTC supports Fresno COG's request for funding on behalf of the eight Valley MPOs for the San Joaquin Valley Household Travel Survey and encourages Caltrans' favorable consideration.

Sincerely,



Patricia Taylor, Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of February 17, 2021

AGENDA ITEM: 7-Q

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – January 20, 2021

Enclosure: Yes

Action: Approve Minutes

SUMMARY:

Attached are the Executive Minutes for the January 20, 2021 Policy Board Meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: January 20, 2021
Time: 3:00 pm
Place: MCTC Conference Room

GoToWebinar

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

Members Absent: None

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

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

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

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

No public comment.

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. TRANSPORTATION CONSENT ITEMS

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

- A. 2020 Annual Listing of Projects with Federal Funding
Action: Information and Discussion Only
- B. California Transportation Commission (CTC) 2020 Annual Report to the California Legislature
Action: Information and Discussion Only
- C. Governor’s Proposed FY 2021-22 Transportation Budget
Action: Information and Discussion Only
- D. Caltrans District 6 Transportation Planning Grants Virtual Workshop
Action: Information and Discussion Only
- E. Support for Funding Proposal – San Joaquin River Conservancy Circle V Public Access Plan
Action: Approve Letter of Support
- F. California Federal Lands Access Program Call for Projects
Action: Information and Discussion Only

Transportation Consent Calendar Action on Items A-G.

Upon motion by Commissioner Brett Frazier, seconded by Commissioner Waseem Ahmed to approve Transportation Consent Calendar Items A-F. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
 Commissioner Jose Rodriguez – Yes
 Commissioner Tom Wheeler -Yes
 Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier- Yes
 Vote passed 5-0

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

- G. Public Hearing on the Draft 2021 Federal Transportation Improvement Program (FTIP) and Draft Air Quality Conformity Analysis.
 Vice Chairman Jose Rodriguez opened the floor for Public Comments at 3:12 p.m.

Hearing no Public Comments, Vice Chairman Jose Rodriguez closed the floor for comments at 3:13 p.m.

Action: Conduct public hearing and receive comments for the Draft 2021 FTIP and Air Quality Conformity Analysis

- H. San Joaquin Joint Powers Authority Madera Station Relocation Project Final Initial Study/Mitigated Negative Declaration

Action: Information and Discussion Only

- I. Madera County Transportation Commission Board Member Committee Appointments: San Joaquin Valley Regional Policy Council; California Association of Councils of Governments; San Joaquin Joint Power Authority; and California Vanpool Authority

Action: Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Robert Poythress to appoint Commissioner Jose Rodriguez as an alternate representative to the San Joaquin Valley Policy Council. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
Commissioner Jose Rodriguez – Yes
Commissioner Tom Wheeler -Yes
Commissioner Waseem Ahmed – Yes
Commissioner Brett Frazier - Yes
Vote passed 5-0

Upon motion by Commissioner Brett Frazier, seconded by Commissioner Waseem Ahmed to appoint Commissioner Waseem Ahmed as an alternate representative to the CALCOG Board. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
Commissioner Jose Rodriguez – Yes
Commissioner Tom Wheeler -Yes
Commissioner Waseem Ahmed – Yes
Commissioner Brett Frazier - Yes
Vote passed 5-0

Upon motion by Commissioner Brett Frazier, seconded by Commission Robert Poythress to appoint Commissioner Tom Wheeler as an alternate representative to the San Joaquin Joint Power Authority. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
Commissioner Jose Rodriguez – Yes
Commissioner Tom Wheeler -Yes
Commissioner Waseem Ahmed – Yes
Commissioner Brett Frazier - Yes
Vote passed 5-0

Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Robert Poythress to appoint Commissioner Jose Rodriguez as an alternate representative to the CalVans Board of Directors. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
Commissioner Jose Rodriguez – Yes
Commissioner Tom Wheeler -Yes
Commissioner Waseem Ahmed – Yes
Commissioner Brett Frazier - Yes
Vote passed 5-0

- J. Vacancies for Public Committees: San Joaquin Valley Rail Committee, and Social Services Transportation Advisory Council.

Action: Upon motion by Commissioner Brett Frazier, seconded by Commissioner Tom Wheeler to appoint Tom Flannigan to the San Joaquin Valley Rail Committee. The Commissioners also advised staff to advertise for the Social Services Transportation Advisory Council vacancies. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
Commissioner Jose Rodriguez – Yes
Commissioner Tom Wheeler -Yes
Commissioner Waseem Ahmed – Yes
Commissioner Brett Frazier - Yes
Vote passed 5-0

- K. Award Contract – Regional Transportation Plan (RTP) EIR

Action: Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Robert Poythress to award the RTP EIR contract in an amount not to exceed \$78,500 to VRPA Technologies. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
Commissioner Jose Rodriguez – Yes
Commissioner Tom Wheeler -Yes
Commissioner Waseem Ahmed – Yes
Commissioner Brett Frazier - Yes
Vote passed 5-0

- L. California Inland Port Feasibility Study

Action: Upon motion by Commissioner Robert Poythress, seconded by Commissioner Tom Wheeler to support the Phase II Inland Port Feasibility Study Analysis in the amount of \$10,000. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
Commissioner Jose Rodriguez – Yes
Commissioner Tom Wheeler -Yes
Commissioner Waseem Ahmed – Yes

Commissioner Brett Frazier - Yes
Vote passed 5-0

M. Madera County Grand Jury FY 2019-2020 Final Report

Action: Information and Discussion Only

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

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

Roll call for votes: Commissioner Robert Poythress – Yes
Commissioner Jose Rodriguez – Yes
Commissioner Tom Wheeler -Yes
Commissioner Waseem Ahmed – Yes
Commissioner Brett Frazier - Yes
Vote passed 5-0

7. ADMINISTRATIVE CONSENT ITEMS

N. Approval of Executive Minutes of the November 18, 2020 Regular Meeting.

Action: Approve Minutes of the November 18, 2020 Regular Meeting

Administrative Consent Calendar Action N

Upon motion by Commissioner Brett Frazier, seconded by Commissioner Tom Wheeler to approve the Administrative Consent Calendar Item N. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
Commissioner Jose Rodriguez – Yes
Commissioner Tom Wheeler -Yes
Commissioner Waseem Ahmed – Yes
Commissioner Brett Frazier - Yes
Vote passed 5-0

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

O. MCTC Financial and Transportation Development Act (TDA) Fund Audit for Fiscal Year ended June 30, 2020

Staff from Price, Paige, and Company provided a brief presentation of the audit report.

Action: Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Robert Poythress to accept MCTC Financial and TDA Fund Audit for Fiscal Year ended June 30, 2020. A vote was called, and the Motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
 Commissioner Jose Rodriguez – Yes
 Commissioner Tom Wheeler -Yes
 Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier - Yes
 Vote passed 5-0

P. FY 2020-21 Overall Work Program (OWP) & Budget – Amendment No. 2

Action: Upon motion by Commissioner Robert Poythress, seconded by Commissioner Brett Frazier to approve FY 2020-21 OWP & Budget – Amendment No. 2. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
 Commissioner Jose Rodriguez – Yes
 Commissioner Tom Wheeler -Yes
 Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier - Yes
 Vote passed 5-0

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

Q. Measure T Citizens’ Oversight Committee Meeting – February 10, 2021

Action: Information and Discussion Only.

Authority - Administrative Consent Items Action Q

Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Robert Poythress to approve the Administrative Consent Item Q. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
 Commissioner Jose Rodriguez – Yes
 Commissioner Tom Wheeler -Yes
 Commissioner Waseem Ahmed – Yes
 Commissioner Brett Frazier - Yes
 Vote passed 5-0

10. AUTHORITY – ACTION/DISCUSSION ITEMS

R. Madera County Transportation Authority (MCTA) Fiscal Year 2019-20 Audit Report

Staff from Price, Paige, and Company provided a brief presentation of the audit report.

Action: Upon motion by Commissioner Brett Frazier, seconded by Commissioner Tom Wheeler to accept MCTA Fiscal Year 2019-20 Audit Report. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
Commissioner Jose Rodriguez – Yes
Commissioner Tom Wheeler -Yes
Commissioner Waseem Ahmed – Yes
Commissioner Brett Frazier - Yes
Vote passed 5-0

S. Efforts to Renew and Extend Measure T

Staff and Georgiana Vivian, VRPA Technologies, provided a brief report of the pros and cons on renewal efforts of Measure T.

Action: Upon motion by Commissioner Brett Frazier, seconded by Commissioner Tom Wheeler to authorize efforts to renew and extend Measure T. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
Commissioner Jose Rodriguez – Yes
Commissioner Tom Wheeler -Yes
Commissioner Waseem Ahmed – Yes
Commissioner Brett Frazier - Yes
Vote passed 5-0

OTHER ITEMS

11. MISCELLANEOUS

T. Election of Officers

Action: Upon motion by Commissioner Tom Wheeler, seconded by Commission Frazier to elect Commissioner Jose Rodriguez as Chairman. A voted was called and the motion carried.

Upon motion of Commissioner Brett Frazier, seconded by Commissioner Rodriguez to elect Commissioner Tom Wheeler as Vice-Chair. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
Commissioner Jose Rodriguez – Yes
Commissioner Tom Wheeler -Yes
Commissioner Waseem Ahmed – Yes
Commissioner Brett Frazier - Yes
Vote passed 5-0

U. Items from Caltrans

Michael Navarro, Caltrans District 06 Deputy District Director, Planning, Local Programs & Environmental Analysis, provided a brief update on State Highway projects in Madera County.

V. Items from Staff

Patricia Taylor, MCTC Executive Director, updated the Board on the Governor's proposed transportation budget proposal.

W. Items from Commissioners

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

12. CLOSED SESSION

None

13. ADJOURNMENT

Meeting adjourned at 5:25 p.m.

Next meeting scheduled for Wednesday, February 17, 2021

Respectfully Submitted,



Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of February 17, 2021

AGENDA ITEM: 7-R
PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Transportation Development Act (TDA): Local Transportation Fund (LTF), State Transit Assistance (STA), and State of Good Repair (SGR) 2021-22 Estimates

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Local Transportation Fund (LTF): Prior to February 1 of each year, the county auditor provides MCTC an estimate of monies to be available for apportionment and allocation during the ensuing fiscal year. The estimate for FY 2021-22 is **\$4,667,095**. The estimate includes monies anticipated to be deposited in the fund during the ensuing fiscal year. The county auditor makes an estimate from such data including those which may be furnished by the State Board of Equalization. The county auditor will furnish a revised or updated estimate of funds available when requested by MCTC staff.

State Transit Assistance (STA): Pursuant to Public Utilities Code Section 99312.7, the State Controller is directed to send a preliminary estimate of STA Funds to each transportation planning agency. For fiscal year 2021-22, there is \$549,330,000 budgeted according to the most current information from the State Controller's Office. The STA allocation estimate for Madera County is **\$1,128,582**.

State of Good Repair (SGR): Pursuant to Public Utilities Code Section 99312.1(c), the State Controller is directed to send an estimate of SGR Funds to each transportation planning agency. For fiscal year 2021-22, there is \$117,489,000 budgeted according to the most current information from the State Controller's Office. The SGR allocation estimate for Madera County is **\$241,378**.

MCTC staff advised prospective claimants of the estimated area apportionments within Madera County.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.

Madera County Transportation Commission
Local Transportation Fund (LTF)
2021-22 Apportionment to Member Agencies

2021-22 Estimate per Madera County Auditor/Controller	\$ 4,667,095
Less MCTC Administration Expense	\$ (110,000)
Balance Available for Allocation	\$ 4,557,095

County/Chowchilla adjustment for prison population per May 21, 1996 Agreement
 1/31/21 Prison Population from DCR = **4,657**

	DOF(E-1) Population 05/01/20	DOF Prison Population	Adjusted Populations
Chowchilla	18,196	(4,657)	13,539
County	74,536	4,657	79,193

				2%	3%	Article 4, 8
Member	DOF Population 05/01/20	Percent	Available for Allocation	Article 3 - Bicycle & Pedestrian	RTPA Planning	Balance
Chowchilla	13,539	8.56%	\$ 390,134	\$ 7,803	\$ 11,704	\$ 370,627
Madera	65,415	41.36%	\$ 1,884,970	\$ 37,699	\$ 56,549	\$ 1,790,722
County	79,193	50.08%	\$ 2,281,991	\$ 45,640	\$ 68,460	\$ 2,167,891
	158,147	100.00%	\$ 4,557,095	\$ 91,142	\$ 136,713	\$ 4,329,240

State Transit Assistance Fund (STA)
2021-22 Apportionment to Member Agencies

2021-22 Allocation per State Controller (PUC 99313)	\$ 1,091,863
2021-22 Allocation per State Controller (PUC 99314)	\$ 36,719
	\$ 1,128,582

Member	DOF (E-1) Population 05/01/20	Percent	PUC 99313 Allocation	PUC 99314 Allocation	Total	
Chowchilla	13,539	8.56%	\$ 93,475	\$ 25,288	\$ 118,763	
Madera	65,415	41.36%	\$ 451,632	\$ 8,187	\$ 459,819	
County	79,193	50.08%	\$ 546,756	\$ 3,244	\$ 550,000	
	158,147	100.00%	\$ 1,091,863	\$ 36,719	\$ 1,128,582	

SB-1 State of Good Repair Program (SGR)
2021-22 Apportionment to Member Agencies

2021-22 Allocation per State Controller (PUC 99313)	\$ 233,524
2021-22 Allocation per State Controller (PUC 99314)	\$ 7,854
	\$ 241,378

Member	DOF (E-1) Population 05/01/20	Percent	PUC 99313 Allocation	PUC 99314 Allocation	Total	
Chowchilla	13,539	8.56%	\$ 19,992	\$ 5,409	\$ 25,401	
Madera	65,415	41.36%	\$ 96,594	\$ 1,751	\$ 98,345	
County	79,193	50.08%	\$ 116,938	\$ 694	\$ 117,632	
	158,147	100.00%	\$ 233,524	\$ 7,854	\$ 241,378	



STAFF REPORT
Board Meeting of February 17, 2021

AGENDA ITEM: 8-S
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

FY 2021-22 Draft Overall Work Program & Budget

Enclosure: No

Action: Authorize circulation of Draft 2021-22 Overall Work Program and Budget for agency review

SUMMARY:

Included on MCTC's [website](#) is the DRAFT 2021-22 MCTC Overall Work Program (OWP) and Budget. This document is prepared annually pursuant to Caltrans guidelines and is required to be submitted to Caltrans, FHWA and FTA. The OWP discusses the MCTC, its organizational structure, regional planning issues, and presents work element descriptions and budgets. Following review of the draft OWP, it will be brought before the Commission for adoption at its April 21, 2021 meeting.

The Annual Group Meeting, which includes the federal and state agency review group that meets with MCTC staff, was conducted on January 5, 2021 to help prepare for the FY 2021-22 OWP.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of February 17, 2021

AGENDA ITEM: 9-T
PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Measure T FY 2020-21 Allocation Amendment No. 1

Enclosure: Yes

Action: Approve amended allocation

SUMMARY:

At the May 20, 2020 meeting, the Board approved the FY 2020-21 Measure T allocation. Due to the uncertainty created by the coronavirus pandemic, the allocation was approved at a lower amount. The downturn originally forecasted has not materialized and in fact sales tax receipts have actually been higher than last year. Instead of waiting to release the excess revenues at a later date, staff is recommending that the allocation be amended to a higher allocation in line with forecasting formulas of past years. Staff is recommending that the allocation be changed from \$8,000,000 to \$10,400,000. If the amended allocation is approved, staff will request amended Annual Expenditure Plans from the local agencies which will lead to an amended Annual Work Program presented to the Board for approval at a future meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.

FY 2020-21 Measure T Allocation Amendment No. 1

Gross Allocation	10,400,000.00
Deductions	0.00
Net Allocation	<u>10,400,000.00</u>

Jurisdiction	Population ¹	Rate
County	80,357	0.50812
Madera	65,415	0.41363
Chowchilla	12,375	0.07825
	<u>158,147</u>	

Measure T Programs	Percent		County Allocation	Madera Allocation	Chowchilla Allocation	MCTA Allocation
Commute Corridors/Farm to Market	51.00%	\$ 5,304,000.00				
Regional Streets and Highways Program	26.00%	\$ 2,704,000.00				\$ 2,704,000.00
Regional Rehab	25.00%	\$ 2,600,000.00	\$ 1,321,101.25	\$ 1,075,448.79	\$ 203,449.96	
Safe Routes to School & Jobs	44.00%	\$ 4,576,000.00				
Street Maintenance	13.00%	\$ 1,352,000.00	\$ 686,972.65	\$ 559,233.37	\$ 105,793.98	
County Maintenance District, etc	8.75%	\$ 910,000.00	\$ 462,385.44	\$ 376,407.07	\$ 71,207.49	
Flexible ²	21.75%	\$ 2,262,000.00	\$ 1,149,358.09	\$ 935,640.45	\$ 177,001.46	
ADA Compliance	0.50%	\$ 52,000.00	\$ 26,422.02	\$ 21,508.98	\$ 4,069.00	
Transit Enhancement Program	2.00%	\$ 208,000.00				
Madera County	0.9299%	\$ 96,709.60	\$ 96,709.60			
City of Madera	0.7569%	\$ 78,717.60		\$ 78,717.60		
City of Chowchilla	0.1432%	\$ 14,892.80			\$ 14,892.80	
ADA/Seniors/Paratransit	0.17%	\$ 17,680.00	\$ 8,983.49	\$ 7,313.06	\$ 1,383.45	
Environmental Enhancement Program	2.00%	\$ 208,000.00	\$ 105,688.10	\$ 86,035.90	\$ 16,276.00	
Administration/Planning	1.00%	\$ 104,000.00				\$ 104,000.00
TOTAL			\$ 3,857,620.64	\$ 3,140,305.22	\$ 594,074.14	\$ 2,808,000.00

1-The Population figures are based on 05/01/20 DOF figures.
 2-All flexible funds are currently frozen and are not available for programming.



STAFF REPORT
Board Meeting of February 17, 2021, 2020

AGENDA ITEM: 10-U

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Measure T Citizens' Oversight Committee Member Recognition

Enclosure: No

Action: Recognize outgoing member for service

SUMMARY:

MCTC would like to recognize and thank Mr. Emil Stagnaro of District 2 for his dedication and service while serving on the Measure T Citizens' Oversight Committee.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of February 17, 2021

AGENDA ITEM: 10-V

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Measure T Citizens' Oversight Committee Vacancies

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The Madera County Transportation Authority (MCTA) is now accepting applications for three positions on the Measure T Citizens' Oversight Committee. The Committee was formed in 2007 to provide public oversight of the half-cent transportation tax measure passed in November 2006. The purpose of the Committee is to ensure that the Measure T funding program revenues and expenditures are spent as promised to the public.

Pursuant to the requirements of the Measure T Investment Plan, MCTC staff has reopened applications for the Citizens' Oversight Committee to residents of Districts 2, 3, and 4.

FISCAL IMPACT:

No fiscal impact to the approved 2020-21 Overall Work Program and Budget.