



Meeting of the Madera County Transportation Commission Policy Board

LOCATION

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

or via ZOOM

<https://us06web.zoom.us/j/85667133428?pwd=k5Q6y0VJM5Ga1rbXwoqW58rzFBScsp.1>

Webinar ID: 856 6713 3428

Passcode: 877199

Telephone: US: +1 408 638 0968

DATE

November 29, 2023

TIME

3:00 PM

Policy Board Members

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

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

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

REASONABLE ACCOMMODATIONS AND ADA

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

AGENDA

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

INTERPRETING SERVICES

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

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

MEETING CONDUCT

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

RECORD OF THE MEETING

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

PUBLIC COMMENT

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

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

Agenda

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

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

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. **TRANSPORTATION CONSENT ITEMS**

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

4-A. 2024 Meeting Schedule

Enclosure: Yes

Action: Information and Discussion Only

4-B. MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 13 – (Type 1 – Administrative Modification)

Enclosure: Yes

Action: Ratify

4-C. 2023 Annual Listing of Projects with Federal Funding

Enclosure: Yes

Action: Information and Discussion Only

[4-D.](#) Draft SB 1121 State and Local Transportation System Needs Assessment Interim Report and Workshop Announcement

Enclosure: No

Action: Information and Discussion Only

[4-E.](#) Upcoming Federal Funding Opportunities

Enclosure: No

Action: Information and Discussion Only

5. **TRANSPORTATION ACTION/DISCUSSION ITEMS**

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

Enclosure: Yes

Action: Information and Discussion Only

[5-B.](#) Draft 2024 Interregional Transportation Improvement Program (ITIP) Update

Enclosure: Yes

Action: Information and Discussion Only

[5-C.](#) 2024 Madera County Regional Transportation Improvement Program (RTIP)

Enclosure: Yes

Action: Approve the 2024 Madera County Regional Transportation Improvement Program (RTIP) by Resolution 23-12 and direct staff to submit to the California Transportation Commission by December 15, 2023

[5-D.](#) Proposed SB 125 Transit Program Project List and Funding Allocations for the Madera Region

Enclosure: Yes

Action: Approve the SB 125 Transit Program regional project list and funding allocations by Resolution 23-13 and direct staff to submit an Initial Allocation Package to the California State Transportation Agency by December 31, 2023

[5-E.](#) Transportation Funding Programs Update

Enclosure: No

Action: Information and Discussion Only

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

7. ADMINISTRATIVE CONSENT ITEMS

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

7-A. Executive Minutes – October 25, 2023

Enclosure: Yes

Action: Approve October 25, 2023, Meeting Minutes

7-B. Transportation Development Act (LTF) Allocations – Resolution 21-13 Amendment No. 4, Resolution 22-09 Amendment No. 3, and Resolution 23-09 Amendment No. 2

Enclosure: Yes

Action: Approve Resolution 21-13 Amendment No. 4, Resolution 22-09 Amendment No. 3, and Resolution 23-09 Amendment No. 2

7-C. MCTC Employee Manual – November 2023 Update

Enclosure: Yes

Action: Approve MCTC Employee Manual Update

7-D. FY 2023-24 Overall Work Program & Budget (OWP) – Amendment No. 4

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 4

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

8-A. Award Contract – Triennial Performance Audits

Enclosure: No

Action: Authorize staff to enter a contract with Moore & Associates to conduct the Triennial Performance Audits for fiscal years 2020-21 through 2022-23

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Authority or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the items will be

removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Authority concerning the item before action is taken.

[9-A.](#) 2024 Meeting Schedule

Enclosure: Yes

Action: Information and Discussion Only

[9-B.](#) HdL Newsletter 2nd Quarter 2023

Enclosure: Yes

Action: Information and Discussion Only

10. AUTHORITY – ACTION/DISCUSSION ITEMS

[10-A.](#) Measure T Renewal Update – Polling Survey Results

Enclosure: Yes

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

[10-B.](#) 2023 Focus on the Future Conference Recap

Enclosure: No

Action: Information and Discussion Only

OTHER ITEMS

11. MISCELLANEOUS

11-A. Items from Staff

11-B. Items from Caltrans

11-C. Items from Commissioners

12. CLOSED SESSION

NONE

13. ADJOURNMENT

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



STAFF REPORT
Board Meeting of November 29, 2023

AGENDA ITEM: 4-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

2024 Meeting Schedule

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Included in your packet is the schedule for the 2024 Technical Advisory Committee Meetings and the Madera County Transportation Commission Policy Board Meetings.

FISCAL IMPACT:

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



Madera County Transportation Commission

2024

Technical Advisory Committee Meeting Schedule

1:30 pm

Date	Location
January 8	MCTC Board Room
February 12	MCTC Board Room
March 11	MCTC Board Room
April 8	MCTC Board Room
May 13	MCTC Board Room
June 10	MCTC Board Room
July 8	MCTC Board Room
*August 12	MCTC Board Room
September 9	MCTC Board Room
October 15 – Tuesday	MCTC Board Room
November 12 – Tuesday	MCTC Board Room
*December 9	MCTC Board Room

**August and December are normally scheduled recesses. If there is a need for a meeting, the date shown for that month will be used.*



Madera County Transportation Commission
2024
Policy Board Meeting Schedule
3:00 pm

Date	Location
January 17	MCTC Board Room
February 21	MCTC Board Room
March 20	MCTC Board Room
April 17	MCTC Board Room
May 22	MCTC Board Room
June 19	MCTC Board Room
July 17	MCTC Board Room
*August 21	MCTC Board Room
September 18	MCTC Board Room
October 23	MCTC Board Room
November 20	MCTC Board Room
*December 18	MCTC Board Room

**August and December are normally scheduled recesses. If there is a need for a meeting, the date shown for that month will be used.*



STAFF REPORT
Board Meeting of November 29, 2023

AGENDA ITEM: 4-B

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 13 – (Type 1 – Administrative Modification)

Enclosure: Yes

Action: Ratify

SUMMARY:

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 13 to the 2023 FTIP on November 6, 2023. State and Federal approval is required. The amendment includes the following:

- Updates Highway Bridge Program Grouped Project Listing, per Caltrans request.

Amendment No. 13 to the 2023 FTIP may be found on the [MCTC Website](#).

FISCAL IMPACT:

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

November 6, 2023

Mr. Kien Le, Office Chief
California Department of Transportation
Division of Financial Programming, MS 82
Office of Federal Programming and Data Management
P.O. Box 942873
Sacramento, CA 94273-0001

Attention: Kiranjit Parmar

Subject: Submittal of the Madera County Amendment No. 13 (Type 1 – Administrative Modification) to the 2023 Federal Transportation Improvement Program

Dear Mr. Le:

Enclosed for your records is Amendment No. 13 (Type 1 - Administrative Modification) to the 2023 Federal Transportation Improvement Program (FTIP). Federal and State approval has been delegated to the MPO and are not required.

Documentation associated with this amendment is provided as indicated below:

- Project List: Attachment 1 includes a summary of programming changes that result from Amendment No. 13 to the 2023 FTIP. The project and/or project phases are consistent with the 2022 Regional Transportation Plan (RTP). The attachment also includes the CTIPs printouts for the project changes to the 2023 FTIP via Amendment No. 13.
- Updated Financial Plan: Attachment 2. The Financial Plan from the 2023 FTIP has been updated to include the project list as provided in Attachment 1. Additionally, the 2023 FTIP Amendment No. 13 addresses the following changes:
 - Amends the Highway Bridge Program Grouped Project Listing, per Caltrans request.

The financial plan confirms that, with this amendment, the 2023 FTIP remains financially constrained.

The MCTC Policy Board has delegated MPO approval of Type 1 – Administrative Amendments to its Executive Director in accordance with the revised FSTIP/FTIP Amendments and Administrative Modification Procedures dated December 18, 2019. The approved changes will not impact MCTC's financial constraint or the region's air quality conformity.

The administrative modification is described in the attachments listed below. Under this delegated authority, an administrative modification does not require Federal Highway Administration, Federal Transit Administration or Caltrans approval. This change is effective immediately, upon MCTC's approval and is reflected as an administrative modification to California's 2023 FSTIP and MCTC's 2023 FTIP as of the date of this letter.

MCTC certifies that there are no projects in this Administrative Modification No. 13 included in any other amendments that are currently open for public review. An electronic copy of the amendment will be sent via email. Amendment No. 13 to the 2023 FTIP is also available on the [MCTC Website](#) and the California Transportation Improvement Program System (CTIPS).

If you have any questions regarding this document, please contact Jeff Findley at jeff@maderactc.org.

Sincerely,



Patricia Taylor, Executive Director
Madera County Transportation Commission

ATTACHMENT 1

PROJECT LISTING

Summary of Changes

MCTC 2023 FTIP Amendment No. 13 (Administrative Modification, Type 1)

Existing / New	MPO FTIP ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	PRIOR CTIPS Entry	CURRENT CTIPS Entry	FFY	FINANCIAL TABLE Fund Source Category	Net Increase/ Decrease	Total Change to Project Cost	Comments
EXISTING	MAD 410001 221-0000-0036	HBP Program (Grouped Projects for Bridge Rehabilitation and reconstruction - HBP Program: Projects are consistent with 40 CFR 93.126 Exempt Tables 2 Categories) (Northfork Rancheria; Planning for Tribal Lands)	COST INCREASE	CON	\$3,102,000	\$5,197,000	23/24	HBP	\$2,095,000	\$2,120,000	Per Caltrans Request - Updated HBP List October 2023
			COST INCREASE	CON	\$188,000	\$213,000	23/24	Local	\$25,000		
			COST DECREASE	CON	\$323,000	\$279,000	25/26	HBP	(\$44,000)	(\$49,000)	
			COST DECREASE	CON	\$8,000	\$3,000	25/26	Local	(\$5,000)		

	22/23	23/24	24/25	25/26	Totals
HBP	\$0	\$2,095,000	\$0	(\$44,000)	\$2,051,000
Local	\$0	\$25,000	\$0	(\$5,000)	\$20,000
Total	\$0	\$2,120,000	\$0	(\$49,000)	\$2,071,000

**Madera County - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

Item 4-4-B.

Amended

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0036	TITLE (DESCRIPTION): HBP Program (HBP Program (Grouped Projects for Bridge Rehabilitation and reconstruction - HBP Program: Projects are consistent with 40 CFR 93.126 Exempt Tables 2 Categories))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: MAD410001		
COUNTY: Madera County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY Non capacity widening or bridge reconstruction.

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
44	Official	06/15/2023	JFINDLEY	Amendment - Cost/Scope/Sch. Change	11	30,059,000		
43	Official	04/10/2023	JFINDLEY	Amendment - Cost/Scope/Sch. Change	5	30,095,000		
42	Official	12/20/2022	JFINDLEY	Amendment - Cost/Scope/Sch. Change	1	29,898,000		
41	Official	08/31/2022	JFINDLEY	Adoption - Carry Over	0	34,145,000		
40	Official	03/25/2022	JFINDLEY	Amendment - Cost/Scope/Sch. Change	8	34,145,000		
39	Official	11/19/2021	JFINDLEY	Amendment - Cost/Scope/Sch. Change	4	33,663,000		
38	Official	05/19/2021	JFINDLEY	Amendment - Cost/Scope/Sch. Change	1	28,328,000		
37	Official	02/17/2021	JFINDLEY	Adoption - Carry Over	0	28,322,000		

* Local HBRR - Local FHWA - HBRR		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
* Fund Source 1 of 4	CON	12,470,000		5,197,000		279,000	5,053,000			22,999,000
* Fund Type: Highway Bridge Program										
* Funding Agency: Caltrans	Total:	12,470,000		5,197,000		279,000	5,053,000			22,999,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
* Fund Source 2 of 4	CON	857,000		188,000						1,045,000
* Fund Type: County Funds										
* Funding Agency: Madera County	Total:	857,000		188,000						1,045,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
* Fund Source 3 of 4	CON	48,000		25,000		3,000				76,000
* Fund Type: City Funds										
* Funding Agency:	Total:	48,000		25,000		3,000				76,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
* Fund Source 4 of 4	CON	483,000	160,000							643,000
* Fund Type: Highway Infrastructure Program (HIP)										
* Funding Agency:	Total:	483,000	160,000							643,000

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	13,858,000	160,000	5,410,000		282,000	5,053,000			24,763,000
	Total:	13,858,000	160,000	5,410,000		282,000	5,053,000			24,763,000

**Madera County - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

Item 4-4-B.

Comments:

Per Caltrans Updated List - October 2023

***** Version 45 - 11/03/2023 *****

Per County of Madera and Caltrans request - June 2023

***** Version 44 - 06/12/2023 *****

Per Caltrans Updated List - 3/22/23

***** Version 43 - 03/28/2023 *****

Per Caltrans Updated List - 10/24/22

***** Version 2 - 12/19/2022 *****

2023 FTIP

HBP Updated List - 3/22/22

2022 RTP, Table B

***** Version 1 - 04/19/22 *****

Project data transferred from 2020 FTIP.

Per Caltrans Updated List - 3/22/22

Per County of Madera Request to add HIP funds

***** Version 40 - 03/24/2022 *****

Per Caltrans Updated List - 10/29/21

***** Version 39 - 11/16/2021 *****

Per Caltrans Updated List - 3/30/21

***** Version 38 - 04/21/2021 *****

2021 FTIP - Updated List - 11/6/2020

***** Version 1 - 03/06/20 *****

Project data transferred from 2018 FTIP.

Per Caltrans updated list 11/01/19

***** Version 34 - 11/06/2019 *****

Per Caltrans updated list 03/22/2019

***** Version 33 - 03/28/2019 *****

***** Version 2 - 11/20/2018 *****

***** Version 1 - 02/27/18 *****

Project data transferred from 2016 FTIP.

Per Caltrans updated list 10/26/2017

***** Version 29 - 11/01/2017 *****

Per Caltrans updated list 10/26/16

***** Version 28 - 12/13/2016 *****

***** Version 1 - 05/20/16 *****

Project data transferred from 2014 FTIP.

Per Caltrans memo dated March 29, 2016

***** Version 26 - 04/04/2016 *****

Per Caltrans memo dated October 30, 2015

***** Version 25 - 11/04/2015 *****

Per Caltrans memo dated March 25, 2015

***** Version 24 - 03/30/2015 *****

Per Caltrans memo dated October 29, 2014

***** DFTIP Version 2 - 12/05/2014 *****

***** Version 1 - 03/25/14 *****

Project data transferred from 2012 FTIP.

Per Caltrans memo dated November 15, 2013

***** Version 21 - 12/20/2013 *****

Per Caltrans memo dated March 26, 2013

RTP ID: 2011 RTP, Page 4-26

***** Version 20 - 07/10/2013 *****

Per Caltrans memo dated November 6, 2012

RTP ID: 2011 RTP, Page 4-26

***** Version 19 - 01/09/2013 *****

RTP ID: 2011 RTP, Page 4-26

***** Version 18 - 05/25/2012 *****

Per Caltrans memo dated Oct 20, 2011

RTP ID: 2011 RTP, Page 4-26

***** Version 17 - 01/12/2012 *****

Per Caltrans memo dated March 28, 2011

RTP ID: 2011 RTP, Page 4-26

***** Version 16 - 04/14/2011 *****

***** Version 15 - 03/17/2011 *****

***** Version 14 - 01/13/2011 *****

***** Version 13 - 10/18/2010 *****

***** Version 12 - 07/28/2010 *****

***** Version 11 - 03/11/2010 *****

***** Version 10 - 05/15/2008 *****

***** Version 9 - 01/29/2008 *****

Per Caltrans memo 12/27/2007

***** Version 8 - 01/09/2008 *****

Per Caltrans memo 8/1/2007

***** Version 7 - 02/12/2007 *****

Per Caltrans memo 1/4/2007

***** Version 6 - 04/26/2006 *****

***** Version 5 - 04/18/2005 *****

per Division of Local Assistance 04/04/05

***** Version 4 - 11/23/2004 *****

per Division of Local Assistance 11/19/2004

***** Version 3 - 05/18/2004 *****

***** Version 2 - 04/06/2002 *****

Per Caltrans' memo, projects are consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.

Madera County - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

Item 4-4-B.

Prior

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0036	TITLE (DESCRIPTION): HBP Program (HBP Program (Grouped Projects for Bridge Rehabilitation and reconstruction - HBP Program: Projects are consistent with 40 CFR 93.126 Exempt Tables 2 Categories))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: MAD410001		
COUNTY: Madera County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY Non capacity widening or bridge reconstruction.

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
43	Active	03/30/2023	JFINDLEY	Amendment - Cost/Scope/Sch. Change	5	30,095,000		
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38	Official	05/19/2021	JFINDLEY	Amendment - Cost/Scope/Sch. Change	1	28,328,000		
37	Official	02/17/2021	JFINDLEY	Adoption - Carry Over	0	28,322,000		
36	Official	11/12/2020	JFINDLEY	Amendment - Cost/Scope/Sch. Change	19	28,322,000		
35	Official	04/10/2020	JFINDLEY	Amendment - Cost/Scope/Sch. Change	12	28,164,000		

* Local HBRR - Local FHWA - HBRR		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
* Fund Source 1 of 4										
* Fund Type: Highway Bridge Program	CON	12,470,000		3,290,000		323,000	11,568,000			27,651,000
* Funding Agency: Caltrans	Total:	12,470,000		3,290,000		323,000	11,568,000			27,651,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
* Fund Source 2 of 4										
* Fund Type: County Funds	CON	857,000		188,000		8,000	613,000			1,666,000
* Funding Agency: Madera County	Total:	857,000		188,000		8,000	613,000			1,666,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
* Fund Source 3 of 4										
* Fund Type: City Funds	CON	48,000					247,000			295,000
* Funding Agency:	Total:	48,000					247,000			295,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
* Fund Source 4 of 4										
* Fund Type: Highway Infrastructure Program (HIP)	CON	483,000								483,000
* Funding Agency:	Total:	483,000								483,000

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	13,858,000		3,478,000		331,000	12,428,000			30,095,000
	Total:	13,858,000		3,478,000		331,000	12,428,000			30,095,000

**Madera County - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

Item 4-4-B.

Comments:

Per Caltrans Updated List - 3/22/23

***** Version 43 - 03/28/2023 *****
Per Caltrans Updated List - 10/24/22

***** Version 2 - 12/19/2022 *****
2023 FTIP
HBP Updated List - 3/22/22
2022 RTP, Table B
***** Version 1 - 04/19/22 *****
Project data transferred from 2020 FTIP.
Per Caltrans Updated List - 3/22/22
Per County of Madera Request to add HIP funds
***** Version 40 - 03/24/2022 *****
Per Caltrans Updated List - 10/29/21
***** Version 39 - 11/16/2021 *****
Per Caltrans Updated List - 3/30/21
***** Version 38 - 04/21/2021 *****
2021 FTIP - Updated List - 11/6/2020
***** Version 1 - 03/06/20 *****
Project data transferred from 2018 FTIP.
Per Caltrans updated list 11/01/19
***** Version 34 - 11/06/2019 *****
Per Caltrans updated list 03/22/2019
***** Version 33 - 03/28/2019 *****
***** Version 2 - 11/20/2018 *****
***** Version 1 - 02/27/18 *****
Project data transferred from 2016 FTIP.
Per Caltrans updated list 10/26/2017
***** Version 29 - 11/01/2017 *****
Per Caltrans updated list 10/26/16
***** Version 28 - 12/13/2016 *****
***** Version 1 - 05/20/16 *****
Project data transferred from 2014 FTIP.
Per Caltrans memo dated March 29, 2016
***** Version 26 - 04/04/2016 *****
Per Caltrans memo dated October 30, 2015
***** Version 25 - 11/04/2015 *****
Per Caltrans memo dated March 25, 2015
***** Version 24 - 03/30/2015 *****
Per Caltrans memo dated October 29, 2014
***** DFTIP Version 2 - 12/05/2014 *****
***** Version 1 - 03/25/14 *****
Project data transferred from 2012 FTIP.
Per Caltrans memo dated November 15, 2013
***** Version 21 - 12/20/2013 *****
Per Caltrans memo dated March 26, 2013
RTP ID: 2011 RTP, Page 4-26
***** Version 20 - 07/10/2013 *****
Per Caltrans memo dated November 6, 2012
RTP ID: 2011 RTP, Page 4-26
***** Version 19 - 01/09/2013 *****
RTP ID: 2011 RTP, Page 4-26
***** Version 18 - 05/25/2012 *****
Per Caltrans memo dated Oct 20, 2011
RTP ID: 2011 RTP, Page 4-26
***** Version 17 - 01/12/2012 *****
Per Caltrans memo dated March 28, 2011
RTP ID: 2011 RTP, Page 4-26
***** Version 16 - 04/14/2011 *****
***** Version 15 - 03/17/2011 *****
***** Version 14 - 01/13/2011 *****
***** Version 13 - 10/18/2010 *****
***** Version 12 - 07/28/2010 *****
***** Version 11 - 03/11/2010 *****
***** Version 10 - 05/15/2008 *****
***** Version 9 - 01/29/2008 *****
Per Caltrans memo 12/27/2007
***** Version 8 - 01/09/2008 *****
Per Caltrans memo 8/1/2007
***** Version 7 - 02/12/2007 *****
Per Caltrans memo 1/4/2007
***** Version 6 - 04/26/2006 *****
***** Version 5 - 04/18/2005 *****
per Division of Local Assistance 04/04/05
***** Version 4 - 11/23/2004 *****
per Division of Local Assistance 11/19/2004
***** Version 3 - 05/18/2004 *****
***** Version 2 - 04/06/2002 *****
Per Caltrans' memo, projects are consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.

ATTACHMENT 2
FINANCIAL SUMMARY TABLES

TABLE 1: REVENUE

MADERA COUNTY TRANSPORTATION COMMISSION
2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Amendment 13
(\$'s in 1,000)

Funding Source		N O T E S	4 YEAR (FTIP Period)								
			FY 2023		FY 2024		FY 2025		FY 2026		TOTAL CURRENT
			Amendment		Amendment		Amendment		Amendment		
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	
			No. 12	No. 13	No. 12	No. 13	No. 12	No. 13	No. 12	No. 13	
LOCAL	Sales Tax										
	City										
	County										
	Gas Tax										
	Gas Tax (Subventions to Cities)										
	Gas Tax (Subventions to Counties)										
	Other Local Funds	\$38,398	\$38,398	\$64,562	\$64,587	\$7,210	\$7,210	\$8,229	\$8,224	\$118,419	
	County General Funds	\$1,085	\$1,085	\$2,018	\$2,018	\$2,051	\$2,051	\$1,530	\$1,522	\$6,676	
	City General Funds	\$7,563	\$7,563	\$2,544	\$2,569	\$5,159	\$5,159	\$6,699	\$6,702	\$21,993	
	Street Taxes and Developer Fees	\$29,750	\$29,750	\$60,000	\$60,000					\$89,750	
	RSTP Exchange funds										
	Transit										
Transit Fares											
Other (See Appendix 1)											
Local Total		\$38,398	\$38,398	\$64,562	\$64,587	\$7,210	\$7,210	\$8,229	\$8,224	\$118,419	
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax			\$4,371	\$4,371	\$3,325	\$3,325			\$7,696	
	Other (See Appendix 2)										
	Regional Total			\$4,371	\$4,371	\$3,325	\$3,325			\$7,696	
STATE	State Highway Operations and Protection Program (SHOPP) ¹	\$3,101	\$3,101	\$20,138	\$20,138	\$8,318	\$8,318	\$65,740	\$65,740	\$97,297	
	SHOPP	\$3,101	\$3,101	\$20,138	\$20,138	\$8,318	\$8,318	\$65,740	\$65,740	\$97,297	
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) ¹	\$78	\$78	\$78	\$78	\$73	\$73	\$33,572	\$33,572	\$33,801	
	STIP	\$78	\$78	\$78	\$78	\$73	\$73	\$33,572	\$33,572	\$33,801	
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program (ATP) ¹			\$25	\$25	\$395	\$395	\$2,417	\$2,417	\$2,837	
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹	5		\$3,102	\$5,197			\$315	\$279	\$5,476	
	Road Repair and Accountability Act of 2017 (SB1)										
	Traffic Congestion Relief Program (TCRP)										
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)											
Other (See Appendix 3)		\$17,478	\$17,478	\$23,414	\$23,414			\$3,073	\$3,073	\$43,965	
State Total		\$20,657	\$20,657	\$46,757	\$48,852	\$8,786	\$8,786	\$105,117	\$105,081	\$183,376	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,228	\$3,228	\$3,100	\$3,100	\$4,210	\$4,210	\$3,706	\$3,706	\$14,244
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		\$482	\$482	\$672	\$672	\$702	\$702	\$734	\$734	\$2,590
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$462	\$462	\$354	\$354	\$355	\$355	\$206	\$206	\$1,377
	FTA Transfer from Prior FTIP										
	Other (See Appendix 4)										
	Federal Transit Total		\$4,172	\$4,172	\$4,126	\$4,126	\$5,267	\$5,267	\$4,646	\$4,646	\$18,211
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2,3,5	\$2,106	\$2,106	\$6,696	\$6,696	\$6,066	\$6,066	\$2,066	\$2,066	\$16,934
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)		\$160	\$160	\$130	\$130					\$290
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)				\$628	\$628					\$628
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)	4									
	Tribal Transportation Program	6	\$1,614	\$1,614	\$826	\$826	\$776	\$776	\$776	\$776	\$3,992
	Other (see Appendix 5)		\$1,950	\$1,950							\$1,950
Federal Highway Total		\$5,830	\$5,830	\$8,280	\$8,280	\$6,842	\$6,842	\$2,842	\$2,842	\$23,794	
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)										
	Federal Railroad Administration Total										
	Federal Total	\$10,002	\$10,002	\$12,406	\$12,406	\$12,109	\$12,109	\$7,488	\$7,488	\$42,005	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix 7)										
	Innovative Financing Total										
REVENUE TOTAL		\$69,057	\$69,057	\$128,096	\$130,216	\$31,430	\$31,430	\$120,834	\$120,793	\$351,496	

Financial Summary Notes:
¹ State Programs that include both state and federal funds.
² CMAQ - Additional \$4,629,515 Loan Repayment from SACOG FY 23/24
³ CMAQ - Additional \$4,000,000 Loan Repayment from SANDAG FY 24/25
⁴ STBG/RSTP Funds are exchanged
⁵ Toll Credits in use
⁶ Portions of TTP Funds are located in Appendix R of the 2023 FTIP and not in CTIPS

MADERA COUNTY TRANSPORTATION COMMISSION
2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Amendment 13
(\$'s in 1,000)

Page 2 of 5

TABLE 2: PROGRAMMED

MADERA COUNTY TRANSPORTATION COMMISSION
2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Amendment 13
(\$'s in 1,000)

FUNDING SOURCES		N O T E S	4 YEAR (FTIP Period)								
			FY 2023		FY 2024		FY 2025		FY 2026		TOTAL CURRENT
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 12	Current No. 13	Prior No. 12	Current No. 13	Prior No. 12	Current No. 13	Prior No. 12	Current No. 13	
LOCAL	Local Total		\$38,398	\$38,398	\$64,562	\$64,587	\$7,210	\$7,210	\$8,229	\$8,224	\$118,419
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax										
	Other (See Appendix A)				\$4,371	\$4,371	\$3,325	\$3,325			\$7,696
	Regional Total				\$4,371	\$4,371	\$3,325	\$3,325			\$7,696
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$3,101	\$3,101	\$20,138	\$20,138	\$8,318	\$8,318	\$65,740	\$65,740	\$97,297
	SHOPP		\$3,101	\$3,101	\$20,138	\$20,138	\$8,318	\$8,318	\$65,740	\$65,740	\$97,297
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) ¹		\$78	\$78	\$78	\$78	\$73	\$73	\$33,572	\$33,572	\$33,801
	STIP		\$78	\$78	\$78	\$78	\$73	\$73	\$33,572	\$33,572	\$33,801
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program ¹				\$25	\$25	\$395	\$395	\$2,417	\$2,417	\$2,837
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹	5			\$3,102	\$5,197			\$315	\$279	\$5,476
	Road Repair and Accountability Act of 2017 (SB1)										
	Traffic Congestion Relief Program (TCRP)										
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)											
Other (See Appendix B)		\$17,478	\$17,478	\$23,414	\$23,414			\$3,073	\$3,073	\$43,965	
	State Total		\$20,657	\$20,657	\$46,757	\$48,852	\$8,786	\$8,786	\$105,117	\$105,081	\$183,376
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,228	\$3,228	\$3,100	\$3,100	\$4,210	\$4,210	\$3,706	\$3,706	\$14,244
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		\$482	\$482	\$672	\$672	\$702	\$702	\$734	\$734	\$2,590
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$462	\$462	\$354	\$354	\$355	\$355	\$206	\$206	\$1,377
	FTA Transfer from Prior FTIP										
	Other (See Appendix C)										
		Federal Transit Total		\$4,172	\$4,172	\$4,126	\$4,126	\$5,267	\$5,267	\$4,646	\$4,646
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2,3,5	\$2,055	\$2,055	\$6,652	\$6,652	\$2,642	\$2,642	\$2,033	\$2,033	\$13,382
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)		\$160	\$160	\$130	\$130					\$290
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)				\$628	\$628					\$628
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)	4									
	Tribal Transportation Program		\$1,614	\$1,614	\$826	\$826	\$776	\$776	\$776	\$776	\$3,992
	Other (see Appendix D)		\$1,950	\$1,950							\$1,950
	Federal Highway Total		\$5,779	\$5,779	\$8,236	\$8,236	\$3,418	\$3,418	\$2,809	\$2,809	\$20,242
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		\$9,951	\$9,951	\$12,362	\$12,362	\$8,685	\$8,685	\$7,455	\$7,455	\$38,453
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			\$69,006	\$69,006	\$128,052	\$130,172	\$28,006	\$28,006	\$120,801	\$120,760	\$347,944

MPO Financial Summary Notes:

¹ State Programs that include both state and federal funds.

² CMAQ - Additional \$4,629,515 Loan Repayment from SACOG FY 23/24

³ CMAQ - Additional \$4,000,000 Loan Repayment from SANDAG FY 24/25

⁴ STBG/RSTP Funds are exchanged

⁵ Toll Credits in use

⁶ Portions of TTP Funds are located in Appendix R of the 2023 FTIP and not in CTIPS

TABLE 2: PROGRAMMED - APPENDICES

MADERA COUNTY TRANSPORTATION COMMISSION
2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Amendment 13
(\$'s in 1,000)

[illegible][illegible]

Appendix C - Federal Transit Other									
Federal Transit Other	FY 2023		FY 2024		FY 2025		FY 2026		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Transit Other Total									

Appendix D - Federal Highway Other									
Federal Highway Other	FY 2023		FY 2024		FY 2025		FY 2026		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
Community Project Funded Congressional Directed Spending Program Funds	\$1,950	\$1,950							\$1,950
Federal Highway Other Total	\$1,950	\$1,950							\$1,950

[illegible][illegible]

TABLE 3: REVENUE-PROGRAMMED

MADERA COUNTY TRANSPORTATION COMMISSION
2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Amendment 13
(\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Period)								TOTAL CURRENT
		FY 2023		FY 2024		FY 2025		FY 2026		
		Amendment		Amendment		Amendment		Amendment		
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	
		No. 12	No. 13	No. 12	No. 13	No. 12	No. 13	No. 12	No. 13	
LOCAL	Local Total									
REGIONAL	Tolls									
	Bridge									
	Corridor									
	Regional Sales Tax									
	Other									
	Regional Total									
STATE	State Highway Operations and Protection Program (SHOPP) ¹									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹									
	STIP									
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
	Active Transportation Program ¹									
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹									
	Road Repair and Accountability Act of 2017 (SB1)									
	Traffic Congestion Relief Program (TCRP)									
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)									
	Other									
	State Total									
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
	Other									
		Federal Transit Total								
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$51	\$51	\$44	\$44	\$3,424	\$3,424	\$33	\$33	\$3,552
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)									
	Coordinated Border Infrastructure Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	GARVEE Bonds Debt Service Payments									
	Highway Infrastructure Program (HIP)									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)									
	National Highway Freight Program (NHFP)									
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)									
	Railway-Highway Crossings Program									
	Recreational Trails Program									
	SAFETEA-LU Safe Routes to School (SRTS)									
	Surface Transportation Block Grant Program (STBGP/RSTP)									
	Tribal Transportation Program									
	Other									
	Federal Highway Total	\$51	\$51	\$44	\$44	\$3,424	\$3,424	\$33	\$33	\$3,552
FEDERAL RAIL	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total	\$51	\$51	\$44	\$44	\$3,424	\$3,424	\$33	\$33	\$3,552
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		\$51	\$51	\$44	\$44	\$3,424	\$3,424	\$33	\$33	\$3,552

ATTACHMENT 3
GROUPED PROJECT AND/OR BACK UP LISTING

2022/23-2027/28 Highway Bridge Program

CAUTION -- This is NOT the FTIP/FSTIP. See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the HBP lump sum amounts that should be programmed in the FTIP.

10/20/2023, 9:08 AM

- Notes:
- 1) This report summarizes how much HBP funds should be programmed as lump sum for the MPO.
 - 2) Programmed funds are based on rough estimates provided by local agencies. Guaranteed funding levels are determined at time of authorization for given phase of work.
 - 3) Prop 1B bond funds for the Local Seismic Safety Retrofit Program (LSSRP) used for matching federal funds are also managed by Caltrans.
 - 4) Financial constraint of LOCAL matching funds (including regional STIP funds) and LOCAL Advance Construction (AC) is the responsibility of the MPOs and their local agencies.
 - 5) Corrections to this report should be addressed to the District Local Assistance Engineer:

<http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Note id: 13

2022/23-2027/28 Highway Bridge Program

6138

Madera County Transportation Commission

Item 4-4-B.

Number of Projects: 10

Project Costs to be programmed under construction:

	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	10,830,019		5,197,450		279,059	5,053,000		4,461,460	25,820,988
Local Match	812,248		213,130		3,441			841,019	1,869,838
LSSRP Bond									
Local AC									
Total	11,642,267		5,410,580		282,500	5,053,000		5,302,479	27,690,826

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

10/20/2023, 9:08 AM

- Notes:
- 1) This list provides a very detailed history of how a project's programming has changed over time.
 - 2) Summary, project level, grouped backup lists are available on the local assistance web site:

http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_FSTIP.html
 - 3) Financial constraint of LOCAL matching funds (including regional STIP funds) and LOCAL Advance Construction (AC) is the responsibility of the MPOs and their local agencies.
 - 4) Some projects show that they are programmed using State STP funds. These funds are HBP funds transferred to the STP for bridge work that is not ordinarily eligible for HBP funds. See the HB Program Guidelines for details. Do not confuse these STP funds with Regional STP funds.
 - 5) Corrections to this report should be addressed to the District Local Assistance Engineer:

<http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Note id: 31

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
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Chowchilla

BRIDGE NO. 41C0033, ROAD 16 OVER BERENDA SLOUGH, 0.6 MI N OF AVE 23. Scour countermeasure project. 10/6/2016:

Fed Proj:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	335,500								335,500
R/W									
CON								1,878,000	1,878,000
Total	335,500							1,878,000	2,213,500
Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	297,018							1,662,593	1,959,612
Local Match	38,482							215,407	253,888
LSSRP Bond									
Local AC									
Total	335,500							1,878,000	2,213,500
PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	297,018								297,018
Local Match	38,482								38,482
LSSRP Bond									
Local AC									
Total	335,500								335,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4473	HBP	PE									
	Local Match										
Fed. Reimb. Rate: 88.53%			10/23/2016 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 17/18 to 19/20. New project must be amended into the FTIP. NEPA not yet clear. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.							Total:	
4473	HBP	PE		297,018							297,018
	Local Match			38,482							38,482
Fed. Reimb. Rate: 88.53%			10/17/2016 DLA-Admin: Federal Reimbursement reverted to original rate. 10/6/2016 Eileen Crawford: Reimbursement changed to 100% (Toll Credits). 10/6/2016 Eileen Crawford: New Project per Ex 6A dated 9/27/16.							Total:	335,500

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP.

Item 4-4-B.

District: 06 County: Madera

Responsible Agency	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$								1,662,593	1,662,593
Local Match								215,407	215,407
LSSRP Bond									
Local AC									
Total								1,878,000	1,878,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4473	HBP	CON								1,662,593	1,662,593
	Local Match									215,407	215,407
Fed. Reimb. Rate: 88.53%										Total:	1,878,000
10/17/2016 DLA-Admin: Federal Reimbursement reverted to original rate.											
10/6/2016 Eileen Crawford: Reimbursement changed to 100% (Toll Credits).											
10/6/2016 Eileen Crawford: New project per Ex 6A dated 9/27/16.											

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
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Chowchilla

BRIDGE NO. PM00156, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Chowchilla. See Caltrans Local Assistance HBP website for backup list of projects.

Fed Proj:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	45,000								45,000
R/W									
CON								135,000	135,000
Total	45,000							135,000	180,000
Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	39,839							119,516	159,354
Local Match	5,162							15,485	20,646
LSSRP Bond									
Local AC									
Total	45,000							135,000	180,000
PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	39,839								39,839
Local Match	5,162								5,162
LSSRP Bond									
Local AC									
Total	45,000								45,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4494	HBP	PE									
	Local Match										
Fed. Reimb. Rate: 88.53%			10/23/2016 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 17/18 to 19/20. New project must be amended into the FTIP. NEPA not yet clear. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.								Total: _____
4494	HBP	PE		39,839							39,839
	Local Match			5,162							5,162
Fed. Reimb. Rate: 88.53%			10/11/2016 DLA-Admin: New eligible project								Total: _____ 45,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP.

Item 4-4-B.

District: 06 County: Madera

Responsible Agency	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$								119,516	119,516
Local Match								15,485	15,485
LSSRP Bond									
Local AC									
Total								135,000	135,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4494	HBP	CON								119,516	119,516
	Local Match									15,485	15,485
Fed. Reimb. Rate: 88.53% 10/11/2016 DLA-Admin: New eligible project										Total:	135,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
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Madera BRIDGE NO. 41C0155, CLARK STREET, OVER M.I.D. CANAL, 0.1 MI WEST OF ROAD 26.0. Replace 2-lane timber bridge with 2-lane bridge.

Fed Proj:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE			70,000		30,000				100,000
R/W									
CON								560,000	560,000
Total			70,000		30,000			560,000	660,000
Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$			61,971		26,559			495,768	584,298
Local Match			8,029		3,441			64,232	75,702
LSSRP Bond									
Local AC									
Total			70,000		30,000			560,000	660,000
PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$			61,971		26,559				88,530
Local Match			8,029		3,441				11,470
LSSRP Bond									
Local AC									
Total			70,000		30,000				100,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4672	HBP	PE			61,971		-61,971				
	Local Match				8,029		-8,029				
Fed. Reimb. Rate: 88.53%			9/25/2023 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 25/26 to 23/24. As requested in 2023 HBP Annual Status.							Total:	
4672	HBP	PE					26,559				26,559
	Local Match						3,441				3,441
Fed. Reimb. Rate: 88.53%			9/25/2023 DLA-Admin: Revised PE funding to match LAPG 6-A dated 11/18/2022.							Total:	30,000
4672	HBP	PE					61,971				61,971
	Local Match						8,029				8,029
Fed. Reimb. Rate: 88.53%			8/30/2022 Eileen Crawford: 2022 Prioritized Project, new eligible project							Total:	70,000

New!

New!

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP.

Item 4-4-B.

District: 06 County: Madera

Responsible Agency	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$								495,768	495,768
Local Match								64,232	64,232
LSSRP Bond									
Local AC									
Total								560,000	560,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4672	HBP	CON								-20,362	-20,362
	Local Match									-2,638	-2,638
Fed. Reimb. Rate: 88.53% 9/25/2023 DLA-Admin: Revised CON funding to match LAPG 6-A dated 11/18/2022.										Total:	-23,000
4672	HBP	CON								516,130	516,130
	Local Match									66,870	66,870
Fed. Reimb. Rate: 88.53% 8/30/2022 Eileen Crawford: 2022 Prioritized Project, new eligible project										Total:	583,000

New!

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
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Madera BRIDGE NO. PM00133, Bridge Preventive Maintenance Program (BPMP), various bridges in the City of Madera. See Caltrans Local Assistance HBP web site for backup list of bridges.

Fed Proj:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	82,000								82,000
R/W									
CON			145,080						145,080
Total	82,000		145,080						227,080
Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	72,595		128,439						201,034
Local Match	9,405		16,641					-0	26,046
LSSRP Bond									
Local AC									
Total	82,000		145,080						227,080
PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	72,595								72,595
Local Match	9,405								9,405
LSSRP Bond									
Local AC									
Total	82,000								82,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4310	HBP	PE									
	Local Match										
Fed. Reimb. Rate: 88.53%			10/8/2020 Kirk Anderson: Not ready to ad within 6 months. PE funds moved from FFY 19/20 to 20/21. Funding pushed due to project prioritization. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	
4310	HBP	PE		24,788							24,788
	Local Match			3,212							3,212
Fed. Reimb. Rate: 88.53%			10/20/2020 DLA-Admin: Fund line has not failed to deliver. 10/20/2020 DLA-Admin: Fund line failed to deliver. 11/14/2019 Kirk Anderson: Add PE funds as requested by the agency on the revised project dated 06/19/19.							Total:	28,000
4310	HBP	PE		22,133							22,133
	Local Match			2,868							2,868
Fed. Reimb. Rate: 88.53%			9/28/2016 Linda Newton: Adjust funding to match revised BPMP Listing.							Total:	25,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4310	HBP	PE	25,674								25,674
	Local Match		3,326								3,326
Fed. Reimb. Rate: 88.53% 10/13/2015 Linda Newton: New eligible project.										Total:	29,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$			128,439						128,439
Local Match	-0		16,641					-0	16,641
LSSRP Bond									
Local AC									
Total			145,080						145,080

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4310	HBP	CON			128,439					-128,439	
	Local Match				16,641					-16,641	
Fed. Reimb. Rate: 88.53% 10/17/2023 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 23/24. As requested by agency.										Total:	
4310	HBP	CON								12,022	12,022
	Local Match									1,558	1,558
Fed. Reimb. Rate: 88.53% 10/12/2020 Bobby Zezoff: Updated CON total per the revised BPMP plan list.										Total:	13,580
4310	HBP	CON								-4,940	-4,940
	Local Match									-640	-640
Fed. Reimb. Rate: 88.53% 11/14/2019 Kirk Anderson: CON fund adjustment due to bridge 41C0155 removal to a standalone replacement project.										Total:	-5,580
4310	HBP	CON	-121,357							121,357	
	Local Match		-15,723							15,723	
Fed. Reimb. Rate: 88.53% 10/17/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to Beyond. NEPA not yet clear.										Total:	
4310	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 88.53% 3/29/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 19/20 to 20/21. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.										Total:	
4310	HBP	CON	55,402								55,402
	Local Match		7,178								7,178
Fed. Reimb. Rate: 88.53% 9/28/2016 Linda Newton: Adjust funding to match revised BPMP Listing.										Total:	62,580

New!

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP.

Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4310	HBP	CON		65,955							65,955
	Local Match			8,545							8,545
Fed. Reimb. Rate: 88.53% 10/13/2015 Linda Newton: New eligible project.										Total:	74,500

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
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Madera County

BRIDGE NO. 41C0032, AVE 25, OVER ASH SLOUGH, 0.5 MI W RD 13. Replace 2 Lane Bridge with 2 Lane Bridge. No added lane capacity

Fed Proj:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	703,000								703,000
R/W	49,000								49,000
CON	5,867,000								5,867,000
Total	6,619,000								6,619,000
Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	5,859,801								5,859,801
Local Match	759,199							-0	759,199
LSSRP Bond									
Local AC									
Total	6,619,000								6,619,000
PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	622,366								622,366
Local Match	80,634								80,634
LSSRP Bond									
Local AC									
Total	703,000								703,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3930	HBP	PE									
	Local Match										
Fed. Reimb. Rate: 88.53% 8/17/2021 Andy Chou: Not ready to ad within 6 months. PE funds moved from FFY 20/21 to 21/22. Funds not obligated, moved to next fiscal year. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.											Total: _____
3930	HBP	PE		17,706							17,706
	Local Match			2,294							2,294
Fed. Reimb. Rate: 88.53% 7/23/2021 Kirk Anderson: Add PE funds per 6-D signed 4/27/2021											Total: _____
3930	HBP	PE		538,262							538,262
	Local Match			69,738							69,738
Fed. Reimb. Rate: 88.53% 6/9/2017 Kirk Anderson: Change scope and add funding for replacement project											Total: _____
											608,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3930	HBP	PE									
	Local Match										
Fed. Reimb. Rate: 88.53%			12/9/2015 Kirk Anderson: Not ready to ad within 6 months. PE funds moved from FFY 16/17 to 15/16. As requested by agency. See Exhibit 6-D in Edocs. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.								Total: _____
3930	HBP	PE		61,971							61,971
	Local Match			8,029							8,029
Fed. Reimb. Rate: 88.53%			9/16/2015 Kirk Anderson: Additional PE funds requested on the 2015 HBP Survey.								Total: _____ 70,000
3930	HBP	PE									
	Local Match										
Fed. Reimb. Rate: 88.53%			11/2/2013 Tom Glaski: Sanctions were placed October 4, 2013 on Madera County for not complying with the 11/12 single audit reporting requirements. Move Funding to 15/16, EPSP can be used if snactions are lifted 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.								Total: _____
3930	HBP	PE									
	Local Match										
Fed. Reimb. Rate: 88.53%			3/18/2013 Kirk Anderson: Agency is under Federal Sanction. No timeline was given for the lifting of the sanction, Funds may not be encumbered in 12/13. Project is ready to move forward this year if sanction is lifted in time. 8/21/2015 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2012/13-17/18 to 2014/15-19/20. This does not impact funds in the current FTIP cycle.								Total: _____
3930	HBP	PE		4,427							4,427
	Local Match			574							574
Fed. Reimb. Rate: 88.53%			3/10/2012 Tom Glaski: Create New project - Scour Countermeasure								Total: _____ 5,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	43,380								43,380
Local Match	5,620								5,620
LSSRP Bond									
Local AC									
Total	49,000								49,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3930	HBP	R/W									
	Local Match										
Fed. Reimb. Rate: 88.53%			8/17/2021 Andy Chou: Not ready to ad within 6 months. RW funds moved from FFY 20/21 to 21/22. Funds not obligated, moved to next fiscal year. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.								Total: _____

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3930	HBP	R/W	7,968								7,968
	Local Match		1,032								1,032
Fed. Reimb. Rate: 88.53%			7/23/2021 Kirk Anderson: Add RW funds per 6-D signed 4/27/2021.							Total:	9,000
3930	HBP	R/W									
	Local Match										
Fed. Reimb. Rate: 88.53%			9/17/2019 Kirk Anderson: Not ready to ad within 6 months. RW funds moved from FFY 21/22 to 19/20. As requested by agency with RW RFA.. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	
3930	HBP	R/W									
	Local Match										
Fed. Reimb. Rate: 88.53%			10/18/2018 DLA-Admin: NEARLY Ready to Advertise. RW funds moved from FFY 19/20 to 21/22. NEPA not yet clear. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	
3930	HBP	R/W	35,412								35,412
	Local Match		4,588								4,588
Fed. Reimb. Rate: 88.53%			6/9/2017 Kirk Anderson: Change scope and add funding for replacement project							Total:	40,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	5,194,055								5,194,055
Local Match	672,945							-0	672,945
LSSRP Bond									
Local AC									
Total	5,867,000								5,867,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3930	HBP	CON	5,194,055	-5,194,055							
	Local Match		672,945	-672,945							
Fed. Reimb. Rate: 88.53%			6/29/2022 Kirk Anderson: Ready to Advertise. CON funds moved from FFY 22/23 to 21/22. As requested by agency.							Total:	
3930	HBP	CON	-5,194,055	5,194,055							
	Local Match		-672,945	672,945							
Fed. Reimb. Rate: 88.53%			10/27/2021 DLA-Admin: Ready to Advertise. CON funds moved from FFY 21/22 to 22/23. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3930	HBP	CON	5,194,055							-4,324,691	869,365
	Local Match		672,945							-560,310	112,635
Fed. Reimb. Rate: 88.53%			9/24/2021 Kirk Anderson: Nearly Ready to ad within 6 months. CON funds moved from FFY Beyond to 21/22. As requested in September 2021 Status. See 6-D for CON increase signed 8/27/2021.							Total:	982,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3930	HBP	CON								1,215,517	1,215,517
	Local Match									157,483	157,483
Fed. Reimb. Rate: 88.53%			7/23/2021 Kirk Anderson: Add CON funds per 6-D signed 04/27/2021.							Total:	1,373,000
3930	HBP	CON			-3,109,174					3,109,174	
	Local Match				-402,826					402,826	
Fed. Reimb. Rate: 88.53%			11/5/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3930	HBP	CON		-3,109,174	3,109,174						
	Local Match			-402,826	402,826						
Fed. Reimb. Rate: 88.53%			11/4/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 22/23 to 23/24. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3930	HBP	CON		-3,109,174	3,109,174						
	Local Match			-402,826	402,826						
Fed. Reimb. Rate: 88.53%			11/4/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to 22/23. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3930	HBP	CON		3,109,174						-3,109,174	
	Local Match			402,826						-402,826	
Fed. Reimb. Rate: 88.53%			10/20/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 21/22. As requested in September 2020 Survey.							Total:	
3930	HBP	CON			-3,109,174					3,109,174	
	Local Match				-402,826					402,826	
Fed. Reimb. Rate: 88.53%			3/31/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3930	HBP	CON		-3,109,174	3,109,174						
	Local Match			-402,826	402,826						
Fed. Reimb. Rate: 88.53%			10/31/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 22/23 to 23/24. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3930	HBP	CON		-3,109,174	3,109,174						
	Local Match			-402,826	402,826						
Fed. Reimb. Rate: 88.53%			10/31/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to 22/23. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3930	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 88.53%			10/31/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to 21/22. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3930	HBP	CON	3,109,174							-3,109,174	
	Local Match		402,826							-402,826	
Fed. Reimb. Rate: 88.53%			9/24/2019 Kirk Anderson: NEARLY Ready to Advertise. CON funds moved from FFY Beyond to 20/21. As requested in September 2019 Survey.							Total:	
3930	HBP	CON	-3,109,174							3,109,174	
	Local Match		-402,826							402,826	
Fed. Reimb. Rate: 88.53%			10/25/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3930	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 88.53%			10/25/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to 21/22. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	
3930	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 88.53%			10/25/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 19/20 to 20/21. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	
3930	HBP	CON	3,109,174							-3,109,174	
	Local Match		402,826							-402,826	
Fed. Reimb. Rate: 88.53%			9/25/2018 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 19/20. As requested in September 2018 Survey.							Total:	
3930	HBP	CON								3,109,174	3,109,174
	Local Match									402,826	402,826
Fed. Reimb. Rate: 88.53%			6/9/2017 Kirk Anderson: Change scope and add funding for replacement project. See Edocs.							Total:	3,512,000
3930	HBP	CON								-99,596	-99,596
	Local Match									-12,904	-12,904
Fed. Reimb. Rate: 88.53%			6/9/2017 Kirk Anderson: Change to replacement project							Total:	-112,500
3930	HBP	CON	-99,596							99,596	
	Local Match		-12,904							12,904	
Fed. Reimb. Rate: 88.53%			10/28/2014 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 17/18 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3930	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 88.53%			11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 16/17 to 17/18. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.							Total:	

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP.

Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3930	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 88.53%			11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 15/16 to 16/17. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.								Total: _____
3930	HBP	CON		99,596						-99,596	
	Local Match			12,904						-12,904	
Fed. Reimb. Rate: 88.53%			9/26/2013 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 14/15. As requested in September 2013 Survey. 11/2/2013 Tom Glaski:Sanctions were placed October 4, 2013 on Madera County for not complying with the 11/12 single audit reporting requirements. Move Funding to 15/16, EPSP can be used if sactions are lifted								Total: _____
3930	HBP	CON		-99,596						99,596	
	Local Match			-12,904						12,904	
Fed. Reimb. Rate: 88.53%			10/26/2012 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 15/16 to Beyond. Action taken to financially constrain the FTIP (PUSH).								Total: _____
3930	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 88.53%			10/26/2012 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 14/15 to 15/16. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.								Total: _____
3930	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 88.53%			3/22/2012 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 13/14 to 14/15. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.								Total: _____
3930	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 88.53%			3/21/2012 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 12/13 to 13/14. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/21/2015 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2012/13-17/18 to 2014/15-19/20. This does not impact funds in the current FTIP cycle.								Total: _____
3930	HBP	CON		99,596							99,596
	Local Match			12,904							12,904
Fed. Reimb. Rate: 88.53%			3/10/2012 Tom Glaski: Create New project - Scour Countermeasure								Total: 112,500

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
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Madera County

BRIDGE NO. 41C0099, CR 5.5 OVER CHOWCHILLA RIVER, 0.23 MI N OF AVE 24. Replace 2 lane bridge with 2 lane bridge. No added lane capacity. 10/28/2015: Toll credits used for PE and CON. 8/25/2017: Toll credits used for R/W. Other Federal Funds (HIP) must be shown in FTIP. Change!

Fed Proj:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	415,000								415,000
R/W	50,000								50,000
CON	2,087,500								2,087,500
Total	2,552,500								2,552,500
Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	2,552,500								2,552,500
Local Match									
LSSRP Bond									
Local AC									
Total	2,552,500								2,552,500
PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	415,000								415,000
Local Match									
LSSRP Bond									
Local AC									
Total	415,000								415,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4258	HBP	PE	23,000								23,000
	Local Match										
Fed. Reimb. Rate: 100.00% 6/9/2021 Linda Newton: Add PE funding in FFY 21/22 to match LAPG 6-D dated 4/27/2021.										Total:	23,000
4258	HBP	PE	110,750								110,750
	Local Match										
Fed. Reimb. Rate: 100.00% 8/25/2017 Kirk Anderson: Reimbursement changed to 100% (Toll Credits). 7/26/2017 Kirk Anderson: Add PE funds per Exhibit6-D in Edocs.										Total:	110,750

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total	
4258	HBP	PE										
	Local Match											
Fed. Reimb. Rate: 100.00%			8/25/2017 Kirk Anderson: Reimbursement changed to 100% (Toll Credits). 4/13/2016 Kirk Anderson: Not ready to ad within 6 months. PE funds moved from FFY 16/17 to 15/16. As requested by agency. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.								Total:	
4258	HBP	PE	281,250								281,250	
	Local Match											
Fed. Reimb. Rate: 100.00%			9/29/2015 Kirk Anderson: Change to replacement project.								Total:	281,250
4258	HBP	PE	-281,250								-281,250	
	Local Match											
Fed. Reimb. Rate: 100.00%			9/29/2015 Kirk Anderson: Change to replacement project..								Total:	-281,250
4258	HBP	PE										
	Local Match											
Fed. Reimb. Rate: 100.00%			2/20/2015 Kirk Anderson: Advance PE funds to 14/15 by EPSP as requested by the agency in an email dated 02/20/15. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.								Total:	
4258	HBP	PE	281,250								281,250	
	Local Match											
Fed. Reimb. Rate: 100.00%			10/24/2014 Eileen Crawford: Reimbursement changed to 100% (Toll Credits). 10/24/2014 Eileen Crawford: New Project								Total:	281,250
	R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total		
	Fed \$	50,000								50,000		
	Local Match											
	LSSRP Bond											
	Local AC											
	Total	50,000								50,000		
Phase Funding Details:												
Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total	
4258	HBP	R/W										
	Local Match											
Fed. Reimb. Rate: 100.00%			9/24/2019 Kirk Anderson: NEARLY Ready to Advertise. RW funds moved from FFY 21/22 to 19/20. As requested in September 2019 Survey. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.								Total:	

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
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4258 HBP R/W
Local Match

Fed. Reimb. Rate: 100.00% 10/18/2018 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 19/20 to 21/22. NEPA not yet clear. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle. Total: _____

4258 HBP R/W
Local Match

Fed. Reimb. Rate: 100.00% 8/25/2017 Kirk Anderson: Reimbursement changed to 100% (Toll Credits).
7/26/2017 Kirk Anderson: Add RW funds per Exhibit 6-D in Edocs Total: _____ 50,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	2,087,500								2,087,500
Local Match									
LSSRP Bond									
Local AC									
Total	2,087,500								2,087,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
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4258 HBP CON
Local Match

Fed. Reimb. Rate: 100.00% 2/9/2022 Andy Chou: CON funds revised to reflect RFA. Total: _____ -500

4258 HBP CON
Local Match

Fed. Reimb. Rate: 100.00% 6/14/2021 Kirk Anderson: Ready to Advertise. CON funds moved from FFY Beyond to 21/22. Add CON funds to match 6-D signed 08/27/2021. Total: _____ 550,000

4258 HBP CON
Local Match

Fed. Reimb. Rate: 100.00% 6/9/2021 Linda Newton: Add CON to Beyond to match LAPG 6-D dated 4/27/2021. Total: _____ 13,000

4258 HBP CON
Local Match

Fed. Reimb. Rate: 100.00% 11/2/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. Total: _____ 1,525,000

4258 HBP CON
Local Match

Fed. Reimb. Rate: 100.00% 11/2/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 22/23 to 23/24. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. Total: _____

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4258	HBP	CON	-1,525,000	1,525,000							
	Local Match										
Fed. Reimb. Rate: 100.00%			11/2/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to 22/23. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4258	HBP	CON	1,525,000							-1,525,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/20/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 21/22. As requested in September 2020 Survey.							Total:	
4258	HBP	CON			-1,525,000					1,525,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/30/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4258	HBP	CON		-1,525,000	1,525,000						
	Local Match										
Fed. Reimb. Rate: 100.00%			10/30/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 22/23 to 23/24. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4258	HBP	CON	-1,525,000	1,525,000							
	Local Match										
Fed. Reimb. Rate: 100.00%			10/30/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to 22/23. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4258	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			10/30/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to 21/22. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	
4258	HBP	CON	1,525,000							-1,525,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			9/24/2019 Kirk Anderson: NEARLY Ready to Advertise. CON funds moved from FFY Beyond to 20/21. As requested in September 2019 Survey.							Total:	
4258	HBP	CON	-1,525,000							1,525,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/25/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4258	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			10/24/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to 21/22. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP.

Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4258	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			10/24/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 19/20 to 20/21. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	
4258	HBP	CON		1,525,000						-1,525,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			9/25/2018 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 19/20. As requested in September 2018 Survey.							Total:	
4258	HBP	CON								118,750	118,750
	Local Match										
Fed. Reimb. Rate: 100.00%			7/26/2017 Kirk Anderson: CON funds adjustment based on consultant engineer's estimate. See Exhibit 6-D in Edocs.							Total:	118,750
4258	HBP	CON		-1,406,250						1,406,250	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/28/2015 DLA-Admin: Reimbursement changed to 100% (Toll Credits). 10/26/2015 DLA-Admin: Federal Reimbursement set to 88.53%. 10/28/2014 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 17/18 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4258	HBP	CON		1,406,250							1,406,250
	Local Match										
Fed. Reimb. Rate: 100.00%			10/28/2015 DLA-Admin: Reimbursement changed to 100% (Toll Credits). 10/26/2015 DLA-Admin: Federal Reimbursement reverted to original rate. 10/24/2014 Eileen Crawford: Reimbursement changed to 100% (Toll Credits). 10/24/2014 Eileen Crawford: New Project							Total:	1,406,250

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
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Madera County

BRIDGE NO. 41C0123, SCHOOL RD 427, OVER OAK CREEK, 0.1 MI E RD 418. Replace 2 lane bridge with 2 lane bridge. Toll Credits programmed for PE, R/W. & Con. Other Federal Funds (HIP) must be shown in FTIP.

Change!

Fed Proj:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	789,500								789,500
R/W	140,000								140,000
CON			4,253,200						4,253,200
Total	929,500		4,253,200						5,182,700
Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	929,500		4,253,200						5,182,700
Local Match									
LSSRP Bond									
Local AC									
Total	929,500		4,253,200						5,182,700
PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	789,500								789,500
Local Match									
LSSRP Bond									
Local AC									
Total	789,500								789,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3494	HBP	PE	30,000								30,000
	Local Match										
Fed. Reimb. Rate: 100.00% 10/5/2020 Kirk Anderson: Add PE funds as requested in September 2020 Survey										Total:	30,000
3494	HBP	PE	364,500								364,500
	Local Match										
Fed. Reimb. Rate: 100.00% 7/13/2017 Kirk Anderson: Not ready to ad within 6 months. Add PE funds to finalize type selection and hydraulic analysis and move to final design and NEPA using a consultant. Exhibit 6-D and consultant recommendations plus SLA's concurrence are in Edoc.										Total:	364,500
3494	HBP	PE									
	Local Match										
Fed. Reimb. Rate: 100.00% 9/15/2016 Kirk Anderson: Not ready to ad within 6 months. PE funds moved from FFY 15/16 to 16/17. Final design can't proceed without SLA's concurrence of type selection. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.										Total:	

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3494	HBP	PE									
	Local Match										
Fed. Reimb. Rate: 100.00%		10/27/2014 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 14/15 to 15/16. Action taken to financially constrain the FTIP (PUSH). 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.								Total:	
3494	HBP	PE		118,200							118,200
	Local Match										
Fed. Reimb. Rate: 100.00%		8/13/2014 Kirk Anderson: Exhibit 6-D submitted 08/14/14 requests more PE funding. SLA has NOT approved the type selection of the bridge.per his memo dated 08/06/14.								Total:	118,200
3494	HBP	PE		276,800							276,800
	Local Match										
Fed. Reimb. Rate: 100.00%		4/1/2010 DLA-Admin: Reimbursement changed to 100% (Toll Credits). 10/14/2009 Kirk Anderson: Agency requested PE in 09/10. Agency application will be revised.								Total:	276,800

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	140,000								140,000
Local Match									
LSSRP Bond									
Local AC									
Total	140,000								140,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total	
3494	HBP	R/W										
	Local Match											
Fed. Reimb. Rate: 100.00%			2/19/2021 Linda Newton: Not ready to ad within 6 months. RW funds moved from FFY 21/22 to 20/21. As requested by agency. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.								Total:	
3494	HBP	R/W										
	Local Match											
Fed. Reimb. Rate: 100.00%			10/18/2018 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 19/20 to 21/22. NEPA not yet clear. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.								Total:	
3494	HBP	R/W										
	Local Match											
Fed. Reimb. Rate: 100.00%			3/21/2017 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 17/18 to 19/20. NEPA not yet clear. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.								Total:	

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3494	HBP	R/W									
	Local Match										
Fed. Reimb. Rate: 100.00%			11/4/2016 Kirk Anderson: Not ready to ad within 6 months. RW funds moved from FFY 19/20 to 17/18. As requested by agency. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.								Total: _____
3494	HBP	R/W									
	Local Match										
Fed. Reimb. Rate: 100.00%			10/11/2016 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 17/18 to 19/20. NEPA not yet clear. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.								Total: _____
3494	HBP	R/W									
	Local Match										
Fed. Reimb. Rate: 100.00%			10/22/2015 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 16/17 to 17/18. NEPA not yet clear. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.								Total: _____
3494	HBP	R/W									
	Local Match										
Fed. Reimb. Rate: 100.00%			10/1/2015 Kirk Anderson: Not ready to ad within 6 months. RW funds moved from FFY 17/18 to 16/17. As requested in September 2015 Survey. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.								Total: _____
3494	HBP	R/W									
	Local Match										
Fed. Reimb. Rate: 100.00%			3/18/2015 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 15/16 to 17/18. NEPA not yet clear. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.								Total: _____
3494	HBP	R/W									
	Local Match										
Fed. Reimb. Rate: 100.00%			8/13/2014 Kirk Anderson: Exhibit 6-D submitted 08/14/14 requesting more RW funding. SLA has NOT approved the type selection of the bridge.per his memo dated 08/06/14.								Total: _____
3494	HBP	R/W									
	Local Match										
Fed. Reimb. Rate: 100.00%			3/28/2014 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 13/14 to 15/16. NEPA not yet clear. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.								Total: _____
3494	HBP	R/W									
	Local Match										
Fed. Reimb. Rate: 100.00%			3/18/2013 Kirk Anderson: Agency is under Federal Sanction. No timeline was given for the lifting of the sanction, Funds may not be encumbered in 12/13. Project is ready to move forward this year if sanction is lifted in time. 8/21/2015 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2012/13-17/18 to 2014/15-19/20. This does not impact funds in the current FTIP cycle.								Total: _____

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total	
3494	HBP	R/W	60,000								60,000	
Local Match												
Fed. Reimb. Rate: 100.00%		9/29/2012 Tom Glaski: Reimbursement changed to 100% (Toll Credits).									Total:	
		9/29/2012 Tom Glaski: Add RoW Funds to FFY 12/13 as requested by Agency in September 7, 2012 Survey.										60,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$			4,253,200						4,253,200
Local Match									
LSSRP Bond									
Local AC									
Total			4,253,200						4,253,200

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total	
3494	HBP	CON			4,253,200					-4,253,200		New!
	Local Match											
Fed. Reimb. Rate: 100.00%		9/14/2023 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 23/24. As requested in 2023 HBP Annual Status.								Total:		
3494	HBP	CON					-4,253,200			4,253,200		
	Local Match											
Fed. Reimb. Rate: 100.00%		10/24/2022 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 25/26 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
3494	HBP	CON				-4,253,200	4,253,200					
	Local Match											
Fed. Reimb. Rate: 100.00%		10/24/2022 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 24/25 to 25/26. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
3494	HBP	CON			-4,253,200	4,253,200						
	Local Match											
Fed. Reimb. Rate: 100.00%		10/24/2022 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to 24/25. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
3494	HBP	CON		-4,253,200	4,253,200							
	Local Match											
Fed. Reimb. Rate: 100.00%		10/24/2022 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 22/23 to 23/24. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
3494	HBP	CON		4,253,200						-4,253,200		
	Local Match											
Fed. Reimb. Rate: 100.00%		8/5/2022 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 22/23. As requested in August 2022 Status.								Total:		

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3494	HBP	CON					-4,253,200			4,253,200	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 25/26 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total: _____
3494	HBP	CON				-4,253,200	4,253,200				
	Local Match										
Fed. Reimb. Rate: 100.00%			10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 24/25 to 25/26. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total: _____
3494	HBP	CON			-4,253,200	4,253,200					
	Local Match										
Fed. Reimb. Rate: 100.00%			10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to 24/25. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total: _____
3494	HBP	CON		-4,253,200	4,253,200						
	Local Match										
Fed. Reimb. Rate: 100.00%			10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 22/23 to 23/24. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total: _____
3494	HBP	CON		4,253,200						-4,253,200	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/7/2021 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 22/23. As requested in September 2021 Status.								Total: _____
3494	HBP	CON			-4,253,200					4,253,200	
	Local Match										
Fed. Reimb. Rate: 100.00%			11/2/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total: _____
3494	HBP	CON		-4,253,200	4,253,200						
	Local Match										
Fed. Reimb. Rate: 100.00%			11/2/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 22/23 to 23/24. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total: _____
3494	HBP	CON		-4,253,200	4,253,200						
	Local Match										
Fed. Reimb. Rate: 100.00%			11/2/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to 22/23. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total: _____
3494	HBP	CON		4,253,200						-4,253,200	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/20/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 21/22. As requested in September 2020 Survey.								Total: _____

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3494	HBP	CON	-4,253,200							4,253,200	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/25/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3494	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			10/24/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to 21/22. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	
3494	HBP	CON	4,253,200							-4,253,200	
	Local Match										
Fed. Reimb. Rate: 100.00%			9/25/2018 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 19/20. As requested in September 2018 Survey.							Total:	
3494	HBP	CON								2,041,200	2,041,200
	Local Match										
Fed. Reimb. Rate: 100.00%			7/14/2017 Kirk Anderson: Not ready to ad within 6 months. Add CON funds based on Exhibit 6-D and consultant recommendations plus SLA's concurrence in Edocs.							Total:	2,041,200
3494	HBP	CON	-2,212,000							2,212,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/29/2015 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 19/20 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3494	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			10/29/2015 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 18/19 to 19/20. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.							Total:	
3494	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			10/29/2015 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 17/18 to 18/19. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.							Total:	
3494	HBP	CON	2,212,000							-2,212,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			9/29/2015 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 17/18. As requested in September 2015 Survey.							Total:	
3494	HBP	CON	-2,212,000							2,212,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/28/2014 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 16/17 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3494	HBP	CON	2,212,000							-1,670,000	542,000
Local Match											
Fed. Reimb. Rate: 100.00%		8/13/2014 Kirk Anderson: Exhibit 6-D submitted 08/14/14 requests more CON funding. SLA has NOT approved the type selection of the bridge.per his memo dated 08/06/14. 10/1/2014 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY 17/18 to 16/17. As requested in September 2014 Survey.							Total:	542,000	
3494	HBP	CON	-1,670,000							1,670,000	
Local Match											
Fed. Reimb. Rate: 100.00%		3/30/2014 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 17/18 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:		
3494	HBP	CON									
Local Match											
Fed. Reimb. Rate: 100.00%		11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 16/17 to 17/18. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.							Total:		
3494	HBP	CON									
Local Match											
Fed. Reimb. Rate: 100.00%		11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 15/16 to 16/17. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.							Total:		
3494	HBP	CON									
Local Match											
Fed. Reimb. Rate: 100.00%		11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 14/15 to 15/16. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.							Total:		
3494	HBP	CON									
Local Match											
Fed. Reimb. Rate: 100.00%		11/13/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 13/14 to 14/15. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.							Total:		
3494	HBP	CON	1,670,000							-1,670,000	
Local Match											
Fed. Reimb. Rate: 100.00%		9/26/2013 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 13/14. As requested in September 2013 Survey. 11/2/2013 Tom Glaski:Sanctions were placed October 4, 2013 on Madera County for not complying with the 11/12 single audit reporting requirements. Move Funding to 15/16, EPSP can be used if sanctions are lifted							Total:		
3494	HBP	CON	-1,670,000							1,670,000	
Local Match											
Fed. Reimb. Rate: 100.00%		10/26/2012 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 15/16 to Beyond. Action taken to financially constrain the FTIP (PUSH).							Total:		

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3494	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			10/26/2012 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 14/15 to 15/16. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.								Total: _____
3494	HBP	CON			9,500						9,500
	Local Match										
Fed. Reimb. Rate: 100.00%			9/29/2012 Tom Glaski: Move Con/CE Funds From FFY 15/16 to FFY 14/15 (and round up) as requested by Agency in September 7, 2012 Survey.								Total: _____ 9,500
3494	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			9/29/2012 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 10/20/2011 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 14/15 to 15/16. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.								Total: _____
3494	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			9/29/2012 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 10/20/2011 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 13/14 to 14/15. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.								Total: _____
3494	HBP	CON			1,660,500					-1,660,500	
	Local Match										
Fed. Reimb. Rate: 100.00%			9/29/2012 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 10/5/2011 Tom Glaski: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 13/14. As requested in September 2011 Survey.								Total: _____
3494	HBP	CON			-1,660,500					1,660,500	
	Local Match										
Fed. Reimb. Rate: 100.00%			4/1/2010 DLA-Admin: Reimbursement changed to 100% (Toll Credits). 10/30/2009 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 13/14 to Beyond.								Total: _____
3494	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			4/1/2010 DLA-Admin: Reimbursement changed to 100% (Toll Credits). 10/30/2009 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 12/13 to 13/14. 8/21/2015 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2012/13-17/18 to 2014/15-19/20. This does not impact funds in the current FTIP cycle.								Total: _____
3494	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			4/1/2010 DLA-Admin: Reimbursement changed to 100% (Toll Credits). 10/29/2009 DLA-Admin: Not ready to ad within 6 months CON funds moved from FFY 11/12 to 12/13. 8/21/2015 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2012/13-17/18 to 2014/15-19/20. This does not impact funds in the current FTIP cycle.								Total: _____

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP.

Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3494	HBP	CON	1,660,500								1,660,500
Local Match											
Fed. Reimb. Rate: 100.00%		4/1/2010 DLA-Admin: Reimbursement changed to 100% (Toll Credits). 10/14/2009 Eric Bost: New candidate project.....								Total:	1,660,500

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
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Madera County

BRIDGE NO. 41C0149, AVENUE 16.5 OVER DRY CREEK, AT ROAD 19. Replace 2 lane bridge with 2 lane bridge - Toll Credits programmed for PE, R/W & CON. Other Federal Funds (HIP) must be shown in the FTIP.

Fed Proj:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	318,267								318,267
R/W	60,000								60,000
CON						2,348,000			2,348,000
Total	378,267					2,348,000			2,726,267
Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	378,267					2,348,000			2,726,267
Local Match									
LSSRP Bond									
Local AC									
Total	378,267					2,348,000			2,726,267
PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	318,267								318,267
Local Match									
LSSRP Bond									
Local AC									
Total	318,267								318,267

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3562	HBP	PE	-296,733								-296,733
	Local Match										
Fed. Reimb. Rate: 100.00% 10/14/2021 DLA-Admin: LAPG 6-D has been denied and additional PE funds removed.										Total:	-296,733
3562	HBP	PE	296,733								296,733
	Local Match										
Fed. Reimb. Rate: 100.00% 7/23/2021 Kirk Anderson: Add PE funds to match LAPG 6-D signed 04/19/2021										Total:	296,733
3562	HBP	PE	-34,483								-34,483
	Local Match										
Fed. Reimb. Rate: 100.00% 1/19/2021 Linda Newton: Revise prior year funding to match authorizations to date.										Total:	-34,483

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP.

Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3562	HBP	PE	6,000								6,000
Local Match											
Fed. Reimb. Rate: 100.00%		1/13/2021 Kirk Anderson: Add PE funds to match the 6-D dated 09/04/2020.								Total:	6,000
3562	HBP	PE	120,000								120,000
Local Match											
Fed. Reimb. Rate: 100.00%		10/5/2020 Kirk Anderson: Not ready to ad within 6 months. PE funds added. As requested in September 2020 Survey.								Total:	120,000
3562	HBP	PE	60,000								60,000
Local Match											
Fed. Reimb. Rate: 100.00%		10/3/2018 Kirk Anderson: Add PE funds as requested in September 2018 HBP Survey.								Total:	60,000
3562	HBP	PE	166,750								166,750
Local Match											
Fed. Reimb. Rate: 100.00%		8/4/2010 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 7/30/2010 Tom Glaski: New project: Not ready to ad within 6 months								Total:	166,750

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	60,000								60,000
Local Match									
LSSRP Bond									
Local AC									
Total	60,000								60,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3562	HBP	R/W									
	Local Match										
Fed. Reimb. Rate: 100.00%		9/25/2018 Kirk Anderson: Not ready to ad within 6 months. RW funds moved from FFY 19/20 to 18/19. As requested in September 2018 Survey. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.								Total:	
3562	HBP	R/W									
	Local Match										
Fed. Reimb. Rate: 100.00%		10/11/2016 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 17/18 to 19/20. NEPA not yet clear. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.								Total:	
3562	HBP	R/W									
	Local Match										
Fed. Reimb. Rate: 100.00%		10/22/2015 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 16/17 to 17/18. NEPA not yet clear. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.								Total:	

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total	
3562	HBP	R/W										
	Local Match											
Fed. Reimb. Rate: 100.00%			9/29/2015 Kirk Anderson: Not ready to ad within 6 months. RW funds moved from FFY 17/18 to 16/17. As requested in September 2015 Survey. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.								Total:	
3562	HBP	R/W										
	Local Match											
Fed. Reimb. Rate: 100.00%			3/18/2015 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 15/16 to 17/18. NEPA not yet clear. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.								Total:	
3562	HBP	R/W										
	Local Match											
Fed. Reimb. Rate: 100.00%			3/28/2014 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 13/14 to 15/16. NEPA not yet clear. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.								Total:	
3562	HBP	R/W										
	Local Match											
Fed. Reimb. Rate: 100.00%			3/18/2013 Kirk Anderson: Agency is under Federal Sanction. No timeline was given for the lifting of the sanction, Funds may not be encumbered in 12/13. Project is ready to move forward this year if sanction is lifted in time. 8/21/2015 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2012/13-17/18 to 2014/15-19/20. This does not impact funds in the current FTIP cycle.								Total:	
3562	HBP	R/W		60,000							60,000	
	Local Match											
Fed. Reimb. Rate: 100.00%			9/29/2012 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 9/29/2012 Tom Glaski: Add RoW Funds to FFY 12/13 as requested by Agency in September 7, 2012 Survey.								Total:	60,000
	CON Summary:		Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total	
	Fed \$							2,348,000			2,348,000	
	Local Match											
	LSSRP Bond											
	Local AC											
	Total							2,348,000			2,348,000	
Phase Funding Details:												
Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total	
3562	HBP	CON					-2,348,000	2,348,000				
	Local Match											
Fed. Reimb. Rate: 100.00%			10/19/2023 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 25/26 to 26/27. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:	

New!

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total		
3562	HBP	CON				-2,348,000	2,348,000					New!	
	Local Match												
Fed. Reimb. Rate: 100.00%		10/19/2023 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 24/25 to 25/26. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:			
3562	HBP	CON			-2,348,000	2,348,000						New!	
	Local Match												
Fed. Reimb. Rate: 100.00%		10/17/2023 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to 24/25. As requested by agency.								Total:			
3562	HBP	CON		-2,348,000	2,348,000								
	Local Match												
Fed. Reimb. Rate: 100.00%		10/24/2022 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 22/23 to 23/24. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:			
3562	HBP	CON		2,348,000						-2,348,000			
	Local Match												
Fed. Reimb. Rate: 100.00%		10/10/2022 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 22/23. As requested in 2022 HBP Annual Status.								Total:			
3562	HBP	CON								1,513,000	1,513,000		
	Local Match												
Fed. Reimb. Rate: 100.00%		9/23/2022 Andy Chou: CON funding programmed to reflect LAPG 6D dated 7/26/2022.								Total:		1,513,000	
3562	HBP	CON					-835,000			835,000			
	Local Match												
Fed. Reimb. Rate: 100.00%		10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 25/26 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:			
3562	HBP	CON				-835,000	835,000						
	Local Match												
Fed. Reimb. Rate: 100.00%		10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 24/25 to 25/26. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:			
3562	HBP	CON			-835,000	835,000							
	Local Match												
Fed. Reimb. Rate: 100.00%		10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to 24/25. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:			
3562	HBP	CON		-835,000	835,000								
	Local Match												
Fed. Reimb. Rate: 100.00%		10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 22/23 to 23/24. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:			
3562	HBP	CON		-442,000							-442,000		
	Local Match												
Fed. Reimb. Rate: 100.00%		10/14/2021 DLA-Admin: LAPG 6-D has been denied and additional CON funds removed.								Total:		-442,000	

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3562	HBP	CON		1,277,000						-1,277,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/7/2021 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 22/23. As requested in September 2021 Status.							Total:	
3562	HBP	CON								442,000	442,000
	Local Match										
Fed. Reimb. Rate: 100.00%			7/23/2021 Kirk Anderson: Add CON funds to match LAPG 6-D signed 04/19/2021							Total:	442,000
3562	HBP	CON		-835,000						835,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/25/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3562	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			10/24/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to 21/22. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	
3562	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			10/24/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 19/20 to 20/21. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	
3562	HBP	CON		835,000						-835,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			9/25/2018 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 19/20. As requested in September 2018 Survey.							Total:	
3562	HBP	CON		-835,000						835,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/25/2016 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 19/20 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3562	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			10/29/2015 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 18/19 to 19/20. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.							Total:	
3562	HBP	CON		835,000						-835,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			9/29/2015 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 18/19. As requested in September 2015 Survey.							Total:	

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3562	HBP	CON	-835,000							835,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			3/25/2015 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 17/18 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3562	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 16/17 to 17/18. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.							Total:	
3562	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 15/16 to 16/17. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.							Total:	
3562	HBP	CON	835,000							-835,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			9/26/2013 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 14/15. As requested in September 2013 Survey. 11/2/2013 Tom Glaski:Sanctions were placed October 4, 2013 on Madera County for not complying with the 11/12 single audit reporting requirements. Move Funding to 15/16, EPSP can be used if sanctions are lifted							Total:	
3562	HBP	CON	-835,000							835,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			3/26/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 15/16 to Beyond. Action taken to financially constrain the FTIP (PUSH).							Total:	
3562	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			10/26/2012 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 14/15 to 15/16. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.							Total:	
3562	HBP	CON	1,250								1,250
	Local Match										
Fed. Reimb. Rate: 100.00%			9/29/2012 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 9/29/2012 Tom Glaski: Move Con/CE Funds From FFY 13/14 to 14/15 (and round up) as requested by Agency in September 7, 2012 Survey.							Total:	1,250
3562	HBP	CON	833,750							-833,750	
	Local Match										
Fed. Reimb. Rate: 100.00%			9/29/2012 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 10/5/2011 Tom Glaski: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 13/14. As requested in September 2011 Survey.							Total:	

2022/23-2027/28 Highway Bridge Program

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Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3562	HBP	CON								833,750	833,750
	Local Match										
Fed. Reimb. Rate: 100.00%		8/4/2010 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 7/30/2010 Tom Glaski: New Project Not ready to ad within 6 months								Total:	833,750

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
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Madera County

BRIDGE NO. 41C0162, C.R. 210 OVER RYAN CREEK, 4.0 MI E OF CR 211. Replace 1 lane bridge with 2 lane bridge. Not capacity increasing project. 10/24/2014: Toll Credits programmed for PE & CON. 8/3/2021: Toll credits used for R/W.

Fed Proj:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	700,500				189,500				890,000
R/W					63,000				63,000
CON						2,705,000			2,705,000
Total	700,500				252,500	2,705,000			3,658,000
Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	700,500				252,500	2,705,000			3,658,000
Local Match									
LSSRP Bond									
Local AC									
Total	700,500				252,500	2,705,000			3,658,000
PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	700,500				189,500				890,000
Local Match									
LSSRP Bond									
Local AC									
Total	700,500				189,500				890,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4257	HBP	PE				-189,500	189,500				
	Local Match										
Fed. Reimb. Rate: 100.00%			10/3/2023 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 24/25 to 25/26. NEPA not yet clear.							Total:	
4257	HBP	PE				189,500	-189,500				
	Local Match										
Fed. Reimb. Rate: 100.00%			9/14/2023 Kirk Anderson: Not ready to ad within 6 months. PE funds moved from FFY 25/26 to 24/25. As requested in 2023 HBP Annual Status.							Total:	
4257	HBP	PE			-189,500		189,500				
	Local Match										
Fed. Reimb. Rate: 100.00%			3/16/2023 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 23/24 to 25/26. NEPA not yet clear.							Total:	

New!

New!

2022/23-2027/28 Highway Bridge Program

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Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4257	HBP	PE	473,000		-473,000						
	Local Match										
Fed. Reimb. Rate: 100.00%		5/18/2022 Andy Chou: PE funds moved from FFY 23/24 to FFY 21/22 for NEPA clearance as requested by local agency.								Total:	
4257	HBP	PE	-473,000		473,000						
	Local Match										
Fed. Reimb. Rate: 100.00%		10/22/2021 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 21/22 to 23/24. NEPA not yet clear.								Total:	
4257	HBP	PE	-189,500		189,500						
	Local Match										
Fed. Reimb. Rate: 100.00%		10/19/2021 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 21/22 to 23/24 that are not needed to clear NEPA.								Total:	
4257	HBP	PE									
	Local Match										
Fed. Reimb. Rate: 100.00%		8/17/2021 Andy Chou: Not ready to ad within 6 months. PE funds moved from FFY 20/21 to 21/22. Funds not obligated, moved to next fiscal year. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.								Total:	
4257	HBP	PE	662,500								662,500
	Local Match										
Fed. Reimb. Rate: 100.00%		8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 5/6/2021 Kirk Anderson: As requested by the agency in a 6-D signed 04/19/2021.								Total:	662,500
4257	HBP	PE									
	Local Match										
Fed. Reimb. Rate: 100.00%		8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 1/22/2018 Kirk Anderson: Not ready to ad within 6 months. PE funds moved from FFY 18/19 to 17/18. As requested by agency. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.								Total:	
4257	HBP	PE									
	Local Match										
Fed. Reimb. Rate: 100.00%		8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 10/23/2017 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 17/18 to 18/19. NEPA not yet clear. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.								Total:	
4257	HBP	PE									
	Local Match										
Fed. Reimb. Rate: 100.00%		8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 10/3/2017 Kirk Anderson: Not ready to ad within 6 months. PE funds moved from FFY 16/17 to 17/18. Funds not obligated, moved to next fiscal year. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.								Total:	

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4257	HBP	PE									
	Local Match										
Fed. Reimb. Rate: 100.00%		8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 9/15/2016 Kirk Anderson: Not ready to ad within 6 months. PE funds moved from FFY 15/16 to 16/17. As requested in September 2016 Survey. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.								Total:	
4257	HBP	PE									
	Local Match										
Fed. Reimb. Rate: 100.00%		3/19/2015 Kirk Anderson: Cap PE at \$100,000. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.								Total:	
4257	HBP	PE		227,500							227,500
	Local Match										
Fed. Reimb. Rate: 100.00%		10/24/2014 Eileen Crawford: Reimbursement changed to 100% (Toll Credits). 10/24/2014 Eileen Crawford: New Project								Total:	227,500

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$					63,000				63,000
Local Match									
LSSRP Bond									
Local AC									
Total					63,000				63,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4257	HBP	R/W				-63,000	63,000				
	Local Match										
Fed. Reimb. Rate: 100.00%		10/3/2023 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 24/25 to 25/26. NEPA not yet clear.								Total:	
4257	HBP	R/W				63,000	-63,000				
	Local Match										
Fed. Reimb. Rate: 100.00%		9/14/2023 Kirk Anderson: Not ready to ad within 6 months. RW funds moved from FFY 25/26 to 24/25. As requested in 2023 HBP Annual Status.								Total:	
4257	HBP	R/W			-63,000		63,000				
	Local Match										
Fed. Reimb. Rate: 100.00%		3/16/2023 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 23/24 to 25/26. NEPA not yet clear.								Total:	
4257	HBP	R/W	-63,000		63,000						
	Local Match										
Fed. Reimb. Rate: 100.00%		8/3/2021 Andy Chou: Not ready to ad within 6 months. RW funds moved from FFY 20/21 to 23/24. NEPA not yet clear.								Total:	

New!

New!

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4257	HBP	R/W	63,000								63,000
Local Match											
Fed. Reimb. Rate: 100.00%		8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 5/6/2021 Kirk Anderson: As requested by the agency in a 6-D signed 04/19/2021.								Total:	63,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$						2,705,000			2,705,000
Local Match									
LSSRP Bond									
Local AC									
Total						2,705,000			2,705,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total	
4257	HBP	CON					-2,705,000	2,705,000				New!
	Local Match											
Fed. Reimb. Rate: 100.00%		10/19/2023 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 25/26 to 26/27. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
4257	HBP	CON					2,705,000			-2,705,000		New!
	Local Match											
Fed. Reimb. Rate: 100.00%		9/14/2023 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 25/26. As requested in 2023 HBP Annual Status.								Total:		
4257	HBP	CON								-72,500	-72,500	
	Local Match											
Fed. Reimb. Rate: 100.00%		8/5/2022 Kirk Anderson: Cost adjustment reflecting non- HBP participating costs on 6-D								Total:		-72,500
4257	HBP	CON					-2,777,500			2,777,500		
	Local Match											
Fed. Reimb. Rate: 100.00%		10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 25/26 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
4257	HBP	CON				-2,777,500	2,777,500					
	Local Match											
Fed. Reimb. Rate: 100.00%		10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 24/25 to 25/26. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
4257	HBP	CON			-2,777,500	2,777,500						
	Local Match											
Fed. Reimb. Rate: 100.00%		10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to 24/25. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4257	HBP	CON			2,777,500					-2,777,500	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/7/2021 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 23/24. As requested in September 2021 Status.							Total:	
4257	HBP	CON								1,640,000	1,640,000
	Local Match										
Fed. Reimb. Rate: 100.00%			8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 5/6/2021 Kirk Anderson: As requested by the agency on 4/30/20210 in a 6-D signed 04/14/2021.							Total:	1,640,000
4257	HBP	CON			-1,137,500					1,137,500	
	Local Match										
Fed. Reimb. Rate: 100.00%			8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 10/25/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4257	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 10/24/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to 21/22. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	
4257	HBP	CON			1,137,500					-1,137,500	
	Local Match										
Fed. Reimb. Rate: 100.00%			8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 9/25/2018 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 20/21. As requested in September 2018 Survey.							Total:	
4257	HBP	CON			-1,137,500					1,137,500	
	Local Match										
Fed. Reimb. Rate: 100.00%			8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 10/29/2015 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 19/20 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4257	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 10/29/2015 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 18/19 to 19/20. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.							Total:	
4257	HBP	CON			1,137,500					-1,137,500	
	Local Match										
Fed. Reimb. Rate: 100.00%			8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 9/29/2015 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 18/19. As requested in September 2015 Survey.							Total:	

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP.

Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4257	HBP	CON	-1,137,500							1,137,500	
Local Match											
Fed. Reimb. Rate: 100.00%		8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 10/28/2014 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 17/18 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:	
4257	HBP	CON	1,137,500								1,137,500
Local Match											
Fed. Reimb. Rate: 100.00%		10/24/2014 Eileen Crawford: Reimbursement changed to 100% (Toll Credits). 10/24/2014 Eileen Crawford: New Project								Total:	1,137,500

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
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Madera County

BRIDGE NO. PM00183, Bridge Preventive Maintenance Program (BPMP) various bridges in Madera County. See Caltrans Local Assistance HBP website for backup list of projects.

Fed Proj:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE			942,300						942,300
R/W									
CON								2,729,479	2,729,479
Total			942,300					2,729,479	3,671,779
Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$			753,840					2,183,583	2,937,423
Local Match			188,460					545,896	734,356
LSSRP Bond									
Local AC									
Total			942,300					2,729,479	3,671,779
PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$			753,840						753,840
Local Match			188,460						188,460
LSSRP Bond									
Local AC									
Total			942,300						942,300

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4607	HBP	PE		-753,840	753,840						
	Local Match			-188,460	188,460						
Fed. Reimb. Rate: 80.00% 10/11/2022 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 22/23 to 23/24. Project has not received authorization to proceed. Move funding out.										Total:	
4607	HBP	PE		753,840	-753,840						
	Local Match			188,460	-188,460						
Fed. Reimb. Rate: 80.00% 9/19/2022 Kirk Anderson: Not ready to ad within 6 months. PE funds moved from FFY 23/24 to 22/23. As requested by agency.										Total:	
4607	HBP	PE			753,840						753,840
	Local Match				188,460						188,460
Fed. Reimb. Rate: 80.00% 8/17/2021 Linda Newton: Revise funding to new reimbursement rate.										Total:	942,300

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP. Item 4-4-B.

District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4607	HBP	PE			-834,218						-834,218
	Local Match				-108,082						-108,082
Fed. Reimb. Rate: 88.53%			8/17/2021 Linda Newton: Revise funding to new reimbursement rate.							Total:	-942,300
4607	HBP	PE	-834,218		834,218						
	Local Match		-108,082		108,082						
Fed. Reimb. Rate: 88.53%			10/28/2020 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 21/22 to 23/24. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4607	HBP	PE		834,218							834,218
	Local Match			108,082							108,082
Fed. Reimb. Rate: 88.53%			1/22/2018 Linda Newton: New eligible project.							Total:	942,300

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$								2,183,583	2,183,583
Local Match								545,896	545,896
LSSRP Bond									
Local AC									
Total								2,729,479	2,729,479

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4607	HBP	CON								2,183,583	2,183,583
	Local Match									545,896	545,896
Fed. Reimb. Rate: 80.00%			8/17/2021 Linda Newton: Revise funding to new reimbursement rate.							Total:	2,729,479
4607	HBP	CON								-2,416,408	-2,416,408
	Local Match									-313,071	-313,071
Fed. Reimb. Rate: 88.53%			8/17/2021 Linda Newton: Revise funding to new reimbursement rate.							Total:	-2,729,479
4607	HBP	CON								2,416,408	2,416,408
	Local Match									313,071	313,071
Fed. Reimb. Rate: 88.53%			1/23/2018 Linda Newton: New eligible project.							Total:	2,729,479

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum programmed in the FTIP.

Item 4-4-B.

District: 06 County: Madera

Responsible Agency	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
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MPO Summary: Madera County Transportation Commission

Number of Projects: 10

Total Costs:

	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	10,830,019		5,197,450		279,059	5,053,000		4,461,460	25,820,988
Local Match	812,248		213,130		3,441			841,019	1,869,838
LSSRP Bond									
Local AC									
Total for all Phases	11,642,267		5,410,580		282,500	5,053,000		5,302,479	27,690,826



STAFF REPORT
Board Meeting of November 29, 2023

AGENDA ITEM: 4-C

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

2023 Annual Listing of Projects with Federal Funding

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Federal legislation requires that Metropolitan Planning Organizations (MPOs) either publish or make available an annual listing of projects for which Federal funds have been obligated in the preceding year. This listing is required to be consistent with the categories identified within the Federal Transportation Improvement Program (FTIP). MCTC staff recently published the 2023 Annual Listing of Projects with Federal Funding on the [MCTC Website](#).

FISCAL IMPACT:

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

Annual Listing of Projects with Federal Funding for Federal Fiscal Year 2023



November 2023

**2001 Howard Road, Suite 201
Madera, CA 93637
Phone: 559-675-0721
Website: www.maderactc.org**

Purpose

Federal law requires Metropolitan Planning Organizations (MPO) to publish an annual listing of projects for which funds have been obligated in the preceding year including a listing of pedestrian and bicycle projects:

An Annual Listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year, shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. This listing shall be consistent with the funding categories identified in the transportation improvement program.

This report is published in response to requirements by listing all Federally funded transportation projects in the Madera County region that were obligated during the Federal fiscal year 2023. Obligation refers to the Federal government's commitment to pay or reimburse the lead agency for the Federal share of a project's cost. Obligation does not indicate expenditure or project completion; only that the project has been approved for Federal reimbursement. Programmed project costs can be found in the corresponding Federal Transportation Improvement Program and Regional Transportation Plan.

Background

The Madera County Transportation Commission (Commission) is the Regional Comprehensive Planning Agency, Regional Transportation Planning Agency (RTPA), Metropolitan Planning Organization (MPO), and the Local Transportation Commission for Madera County designated pursuant to Title 3, Division 3, Chapter 2, Article II, Section 29532 of the California Government Code. The Commission is responsible for the development and adoption of the Regional Transportation Plan and Transportation Improvement Program required by state law (California Government Code Sections 65080 et.al.) and has entered into several Memoranda of Understanding (MOU) with Caltrans for delivery of these projects.

The Commission is designated as a Metropolitan Planning Organization for Madera County. A Federal Register Notice regarding Qualifying Urban Areas for Census 2000 was published on May 1, 2002. The notice listed 76 newly qualified urban areas for 2000 that were not part of any urban area in 1990. The City of Madera was among the new urban areas with an urban population of 58,027 within the new urban boundary established by the United States Census Bureau. The Madera metropolitan boundary area shall cover the entire county of Madera.

Madera County is geographically the fourth largest county in the San Joaquin Valley region of the State of California encompassing approximately 2,200 square miles. The estimated population in 2023 is 158,148. The City of Chowchilla has a population of approximately 18,844 and the City of Madera has a population of approximately 65,540. The estimated population of the county's unincorporated area is 73,764.

The Madera County Transportation Commission fosters intergovernmental communication and coordination, undertakes comprehensive regional planning with an emphasis on

transportation, provides for citizen involvement in the planning process and supplies technical services to its member governments.

In all these areas the Madera County Transportation Commission serves as a consensus builder to develop an acceptable approach on how to handle problems that do not respect political boundaries.

Who are the members, their representatives, and how do they vote?

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

The Commission Board of Directors is comprised of three (3) members from the Madera County Board of Supervisors; two (2) members from the Madera City Council; and one (1) member from the Chowchilla City Council. The members shall be appointed by the member agencies. Each member agency designates at least one alternate who shall be an elected member of the designated agency.

The Policy Advisory Committee (PAC) has the same membership as the Board with the addition of one (1) person representing the Caltrans District 6 Director. This committee reviews transportation plans and programs prior to action by the Commission, with particular attention to compliance with applicable state and Federal planning and programming requirements.

Policy decisions are made by the Commission Board of Directors and are documented through formal resolution or minute order of the Commission. The Commission has six (6) members. A quorum is constituted when four (4) members are present at the meeting and a majority of the quorum is required for an action to be formally passed. Generally, the Commission seeks to develop consensus positions on issues brought forward for action.

The Regional Transportation Plan

The Regional Transportation Plan is a long-range (minimum 20-year) plan that provides a vision for future transportation improvements and investments based on specific transportation goals, objectives, policies, and strategies. The RTP is based on Federal transportation law requiring comprehensive, cooperative, and continuous transportation planning. Madera County Transportation Commission meets these requirements by developing comprehensive transportation plans that include all surface transportation modes (multi-modal planning), to ensure efficient people and goods movements throughout the region.

The purpose of the RTP is to provide strategic direction for transportation capital investments by assessing regional growth and economic trends. Thus, the RTP helps planners link transportation investments to provide a cohesive, balanced, and multimodal

transportation system that will help relieve traffic congestion, improve safety and provide for economic development.

The Federal Transportation Improvement Program

As the designated metropolitan planning organization for the region, Madera County Transportation Commission prepares and maintains the Federal Transportation Improvement Program (FTIP). The program includes a listing of all transportation-related projects requiring Federal funding or other approval by the Federal transportation agencies. The FTIP also lists non-Federal, regionally significant projects for information and air quality modeling purposes.

Projects included in the FTIP are consistent with Madera County Regional Transportation Plan and are part of the area's overall strategy for providing mobility, congestion relief and reduction of transportation-related air pollution in support of efforts to attain Federal air quality standards for the region.

Public Involvement

Madera County Transportation Commission aims to proactively engage the public in the regional transportation planning process and embrace Federal requirements that MPOs provide the public with complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the FTIP, Regional Transportation Plan, and other products.

Annual Listing of Projects with Federal Funding for Federal Fiscal Year 2023

Federal law requires Madera County Transportation Commission to publish for public review an annual listing of projects for which Federal funds have been obligated in the preceding year, as a record of project delivery and a progress report for public information and disclosure.

This report is divided into the funding types administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Projects are listed by *Lead Agency*, *FTIP Program*, *Federal ID* and Madera County Transportation Commission *ID*. The MCTC *ID* number is a unique project identifier used in the FTIP; the category *Total Dollar Amount in FTIP* is included for reference of total project funding. Multiple *Federal IDs* can correspond with one MCTC *ID*. Note this list includes only Federal funds obligated; no state or local funds are reported. The information contained in this report was provided by the California Department of Transportation.

This report indicates that approximately \$28 million in Federal funds were obligated for transportation projects in the region between October 1, 2022 and September 30, 2023.

MCTC Annual Listing of Federal Funded Obligated Projects 2023

Lead Agency	FTIP Program	Funding Type	Federal ID	Agency ID	CTIPS ID	Location	Date of Obligation	Federal Funds Obligated	Total Dollar Amount in FTIP	Bicycle/ Pedestrian Related Projects
Various Agencies	HBP	BR REPL - 65% ON SYS - STEA03	5941088	MAD410001	22100000036	BRIDGE 41C0130 ON ROAD 23 OVER DRY CREEK REPLACE 2 LANE BRIDGE WITH 2 LANE BRIDGE	3/20/2023	\$ (30,978.15)	Grouped Project	
Various Agencies	HBP	STP - STATE FLEXIBLE - STEA03	5941088	MAD410001	22100000036	BRIDGE 41C0130 ON ROAD 23 OVER DRY CREEK REPLACE 2 LANE BRIDGE WITH 2 LANE BRIDGE	3/20/2023	\$ (30,802.48)	Grouped Project	
City of Chowchilla	CMAQ	CONGESTION MITIGATION MAP-21	5258036	MAD302053	22100000289	AVE 24 1/2 - FROM UPRR TO ROAD 15 1/2 SHOULDER PAVING	4/21/2023	\$ (53,000.00)	\$ 300,000.00	
Caltrans	NUMEROUS	NATIONAL HIGHWAY PERF IJA	P099583	MAD417003	12100000243	ON RTE 99 NEAR MADERA BETWEEN 1.7(N OR AVE 7) & PM 7.5 (AVE 12) WIDEN ROADWAY FROM 4 TO 6 LANES (TC)	10/13/2022	\$ 35,600.00	\$ 106,573,000.00	
Caltrans	NUMEROUS	NATIONAL HIGHWAY PERF IJA	P099583	MAD417003	12100000243	ON RTE 99 NEAR MADERA BETWEEN 1.7(N OR AVE 7) & PM 7.5 (AVE 12) WIDEN ROADWAY FROM 4 TO 6 LANES (TC)	6/26/2023	\$ 2,000,000.00	\$ 106,573,000.00	
Caltrans	NUMEROUS	NATIONAL HIGHWAY PERF IJA	P099583	MAD417003	12100000243	ON RTE 99 NEAR MADERA BETWEEN 1.7(N OR AVE 7) & PM 7.5 (AVE 12) WIDEN ROADWAY FROM 4 TO 6 LANES (TC)	8/11/2023	\$ 1,514,000.00	\$ 106,573,000.00	
Caltrans	NUMEROUS	NATIONAL HIGHWAY PERF IJA	P099583	MAD417003	12100000243	ON RTE 99 NEAR MADERA BETWEEN 1.7(N OR AVE 7) & PM 7.5 (AVE 12) WIDEN ROADWAY FROM 4 TO 6 LANES (TC)	9/12/2023	\$ 2,886,000.00	\$ 106,573,000.00	
Caltrans	SHOPP	STBG +SK POP - IJA	P041603	MAD406003	22100000358	ON STATE ROUTE: 41. IN MADERA COUNTY ABOUT 6 MI NORTH OF FRESNO FROM 0.1 MI NORTH OF AVENUE 15 TO 0.1 MI SOUTH OF RTE. 145 ROADWAY REHABILITATION	4/7/2023	\$ 9,008,591.96	Grouped Project	
Caltrans	SHOPP	STBG +SK POP - IJA	P041603	MAD406003	22100000358	ON STATE ROUTE: 41. IN MADERA COUNTY ABOUT 6 MI NORTH OF FRESNO FROM 0.1 MI NORTH OF AVENUE 15 TO 0.1 MI SOUTH OF RTE. 145 ROADWAY REHABILITATION	5/3/2023	\$ 2,000,000.00	Grouped Project	
Caltrans	SHOPP	SURFAC TRNSP BLK GRTS-FLX IJA	P041603	MAD406003	22100000358	ON STATE ROUTE: 41. IN MADERA COUNTY ABOUT 6 MI NORTH OF FRESNO FROM 0.1 MI NORTH OF AVENUE 15 TO 0.1 MI SOUTH OF RTE. 145 ROADWAY REHABILITATION	5/12/2023	\$ 6,144,308.04	Grouped Project	
City of Madera	CMAQ	CONGESTION MITIGATION IJA	5157102	MAD202081	22100000335	INTERSECTION OF 4TH STREET, LAKE STREET, AND CENTRAL AVENUE. INTERSECTION IMPROVEMENT	3/15/2023	\$ 17,700.00	\$ 566,000.00	
City of Chowchilla	CMAQ	CONGESTION MITIGATION IJA	5258041	MAD302057	22100000409	CITY OF CHOWCHILLA: ROBERTSON TO KINGS FROM 13TH ST TO 7TH ST AND ROBERTSON TO TRINITY FROM 11TH ST TO 6TH ST. ALLEY PAVING	3/29/2023	\$ 648,000.00	\$ 789,000.00	
City of Madera	CMAQ	CONGESTION MITIGATION IJA	5157124	MAD217041	22100000422	CITY OF MADERA, CLEVELAND AVE AND GRANADA DRIVE NEW TRAFFIC SIGNAL	8/4/2023	\$ 339,000.00	\$ 450,000.00	
City of Madera	CMAQ	CONGESTION MITIGATION IJA	5157125	MAD217040	22100000421	"D" STREET AND SOUTH STREET NEW SIGNAL	8/11/2023	\$ 339,000.00	\$ 450,000.00	
Various Agencies	HBP	NATIONAL HIGHWAY PERF FAST	5941088	MAD410001	22100000036	BRIDGE 41C0130 ON ROAD 23 OVER DRY CREEK REPLACE 2 LANE BRIDGE WITH 2 LANE BRIDGE	3/20/2023	\$ (238,546.96)	Grouped Project	
City of Madera	CMAQ	PROJ TO REDUCE PM 2.5 EMI FAST	5157128	MAD202080	22100000334	VARIOUS LOCATIONS ALLEY PAVING VARIOUS LOCATIONS	4/20/2023	\$ 150,000.00	\$ 185,000.00	
City of Madera	CMAQ	CONGESTION MITIGATION FAST	5157121	MAD202095	22100000385	INTERSECTION OF HOWARD AVE AND PINE STREET AND INTERSECTION OF Q STREET AND YOSEMITE AVE. TRAFFIC SIGNAL MODIFICATIONS AND INTERSECTIONS IMPROVEMENTS AT HOWARD ROAD, OLIVE AVENUE, PINE STREET, YOSEMITE AVENUE & Q STREET. PURCHASE AND INSTALL ADAPTIVE SIGNAL CONTROL TECHNOLOGY.	8/1/2023	\$ 107,000.00	\$ 135,000.00	
Various Agencies	HBP	HIGHWAY INFRA UNDER 5K POP	5941104	MAD410001	22100000036	BRIDGE 41C0099 COUNTY ROAD 5 1/2 OVER CHOWCHILLA CREEK REPLACE 2 LANE BRIDGE WITH 2 LANE BRIDGE (TC)	6/27/2023	\$ 89,829.00	Grouped Project	
Various Agencies	HBP	HIGHWAY INFRA UNDER 5K POP	5941081	MAD410001	22100000036	BRIDGE 41C0123 ON RD. 427 OVER OAK CREEK REPLACE 2 LANE BRIDGE WITH 2 LANE BRIDGE (TC)	6/28/2023	\$ 70,000.00	Grouped Project	
Various Agencies	HBP	HIGHWAY INFRA UNDER 5K POP	5941104	MAD410001	22100000036	BRIDGE 41C0099 COUNTY ROAD 5 1/2 OVER CHOWCHILLA CREEK REPLACE 2 LANE BRIDGE WITH 2 LANE BRIDGE (TC)	6/27/2023	\$ 171.00	Grouped Project	
City of Chowchilla	5311	Section 5311	N/A	MAD313036	22100000295	5311; CATX Operating Assistance	FY 22/23	\$ 94,175.00	\$ 4,464,000.00	
Madera County	5307	Section 5307	N/A	MAD113401	22100000433	5307; County Operating Assistance	FY 22/23	\$ 461,667.00	\$ 5,150,000.00	
Madera County	5307	Section 5307	N/A	MAD113402	22100000434	5307; County Preventative Maintenance	FY 22/23	\$ 344,800.00	\$ 662,000.00	
Madera County	5307	Section 5307	N/A	MAD113406	22100000438	5307; Purchase 3 Transit Vans (Electric)	FY 22/23	\$ 443,166.00	\$ 528,000.00	
Madera County	5307	Section 5307	N/A	MAD113405	22100000437	5307; Purchase 2 Transit Vans	FY 22/23	\$ 87,000.00	\$ 109,000.00	
Madera County	5307	Section 5307	N/A	MAD113404	22100000436	5307; Purchase 5 Paratransit Vehicles (Electric)	FY 22/23	\$ 1,000,000.00	\$ 1,250,000.00	
Madera County	5307	Section 5307	N/A	MAD113403	22100000435	5307; Purchase 3 Paratransit Vehicles	FY 22/23	\$ 400,000.00	\$ 500,000.00	



STAFF REPORT
Board Meeting of November 29, 2023

AGENDA ITEM: 4-D

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

Draft SB 1121 State and Local Transportation System Needs Assessment Interim Report and Workshop Announcement

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The California Transportation Commission (CTC) has released the Draft Senate Bill 1121 State and Local Transportation System Needs Assessment Interim Report (Interim Report) for a 30-day public comment period. Senate Bill 1121 requires the CTC, in consultation with CalSTA and Caltrans, to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years.

The Interim Report is due to the Legislature on or before January 1, 2024. The completed Transportation Needs Assessment is due on or before January 1, 2025, and every 5 years thereafter. The deadline to submit comments is December 8, 2023. CTC staff will incorporate comments from stakeholders into the Draft Senate Bill 1121 Interim Report which will be finalized by January 1, 2024, for transmittal to the Legislature. The Draft Senate Bill 1121 Interim Report may be found on the CTC website [here](#).

The CTC will conduct a workshop on the Draft Senate Bill 1121 Interim Report on November 30, 2023. The registration link for the workshop may be found [here](#). Additionally, CTC staff will present an informational update on the Draft Senate Bill 1121 Interim Report at the upcoming December 6-7, 2023 CTC Meeting.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of November 29, 2023

AGENDA ITEM: 4-E

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Upcoming Federal Funding Opportunities

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

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

The programs listed in the table below have released a NOFO. This timeline is subject to change.

Active & Upcoming Notices of Funding Opportunities (NOFOs)

Program	NOFO Close Date	Available Funding	OA	NOFO Link
Rail Vehicle Replacement Grants	December 18, 2023	\$196,906,663	FTA	Apply Here
Tribal Transportation Program Safety Fund (TTPSF)	January 15, 2024	\$24,098,400	FHWA	Apply Here
Accelerating Advanced Digital Construction Management Systems Program	February 12, 2024	\$5,000,093	FTA	Apply Here
Youth Homelessness System Improvement Grant Program (YHSI)	February 15, 2024	\$50,000,000	HUD	Apply Here
Land Water Conservation Fund (LWCF) Outdoor Recreation	April 30, 2024	\$224,145,000	DOI	Apply Here

Legacy Partnership (ORLP) Program				
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The programs listed in the table below are anticipating to release a NOFO in the coming months. This timeline is subject to change.

Program	Anticipated NOFO Release	OA
Railroad Crossing Elimination Grant Program	Fall 2023	FRA
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	Fall 2023	FRA
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants Program	Fall 2023	OST
Bridge Investment Program, Planning and Small Projects	Late Fall 2023	FHWA

Upcoming Non-USDOT Funding Opportunities

Program	NOFO Close Date	Available Funding	Agency	NOFO Link
Pathways to Removing Obstacles to Housing (PRO Housing) Program	October 30, 2023	\$85,000,000	HUD	Apply Here
Drinking Water System Infrastructure Resilience and Sustainability Grant Program	November 6, 2023	\$19,000,000	EPA	Apply Here
Small Surface Water and Groundwater Storage Program	November 30, 2023	\$25,000,000	DOI	Apply Here
Coastal Habitat Restoration and Resilience Grants for Tribes and Underserved Communities	December 19, 2023	\$3,000,000	NOAA	Apply Here
Solid Waste Management Grants	January 2, 2024	\$4,000,000	USDA	Apply Here
Water & Waste Disposal Technical Assistance & Training Grants	January 2, 2024	\$37,500,000	USDA	Apply Here
Reducing Embodied Greenhouse Gas Emissions for Construction Materials and Products Program	January 8, 2024	\$100,000,000	EPA	Apply Here

Tribal Cybersecurity Grant Program	January 10, 2023	\$18,200,000	FEMA	Apply Here
Building Resilient Infrastructure and Communities (BRIC) Program	February 29, 2024	\$1,000,000,000	FEMA	Apply Here
Flood Mitigation Assistance (FMA) Grant Program	February 29, 2024	\$800,000,000	FEMA	Apply Here
Choice Neighborhoods Implementation Grants	March 4, 2024	\$256,000,000	HUD	Apply Here
Climate Pollution Reduction Grants (CPRG) Implementation Program	April 1, 2024	\$4,300,000,000	EPA	Apply Here
Community Facilities Program Disaster Repair Grants	Until funds are exhausted	\$50,000,000	USDA	Apply Here

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of November 29, 2023

AGENDA ITEM: 5-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

2023 State Budget and Legislative Update

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

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

1. FY 23-24 State Budget Outlook
2. FY 23-24 State Budget Impact on Transportation – Challenges and Opportunities

FISCAL IMPACT:

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



November 8, 2023

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

RE: STATE LEGISLATIVE UPDATE – NOVEMBER

General Outlook

The legislature is on recess until January 3, 2024. Both houses will have a full legislative year with new leadership: Assembly Speaker Robert Rivas (D-San Benito), sworn in on June 30, and Senate President pro-Tempore Mike McGuire (D-Sonoma), who will begin his leadership position in January. Over one-third of the legislature will be terming out as the first 12-year class under the new terms limits reaches their tenure. Under current rules, members can serve for 12 years in any house, rather than the prior rules of two four-year terms as Senators and three two-year terms as Assembly members (14 years total).

State Budget Outlook

The state and federal tax collection deadline was extended from October 16 to November 16. The Governor's May Revision anticipated \$42 billion in tax collections from capital gains and corporate and personal income tax filings. According to the State Treasurer's Office, only \$18 billion has been collected thus far, leaving uncertainty about whether the FY 2023-24 State Budget deficit will grow beyond the \$31.5 billion the Legislature addressed this summer. Early indications suggest that the Legislature may need to address a \$14 billion deficit for FY 2024-25. Governor Newsom will release the proposed FY 2024-25 State Budget by January 10.

State Budget Impact on Transportation- Challenges and Opportunities

The State General Fund has not funded transportation since 2009, with few exceptions. State transportation revenue relies upon special funds, such as the imposition of gas and diesel excise taxes (commonly referred to as the gas tax), sales tax on diesel, and vehicle registration fees. The gas tax provides each county with formulaic funding for local streets and roads, flexible funds to address multimodal county and regional infrastructure priorities, and Caltrans with resources to maintain the state highway system. The sales tax on diesel primarily funds public transportation through the State Transit Assistance program. The vehicle registration fee supplements funding for the Senate Bill 1 competitive grant programs. However, reliance on petroleum (gas tax and sales tax on diesel) to address our infrastructure needs is inconsistent with the state's goals of reducing greenhouse gas

emissions. Zero-emission vehicle car sales comprise 24 percent of all vehicle sales, resulting in reduced gas tax revenue that will impact project delivery. Efforts are underway to consider a successor source to the gas tax.

Due to the FY 2022-23 state budget surplus of \$97.5 billion, the Legislature provided unprecedented General Fund proceeds for transit through Senate Bill 125 (\$5.1 billion statewide) and the \$3.6 billion Cycle 6 Transit and Intercity Rail Capital Program (TIRCP). TIRCP is expected to revert to approximately \$800 million for Cycle 7. Funds in Cycle 7 could potentially assist Madera County with expanding its multimodal network. There may also be opportunities to access sustainable funding, particularly for transit operating needs, by recalibrating existing state programs, such as the Cap and Trade program. The Cap and Trade Program will need to be extended beyond 2030 to continue providing resources for transit capital and operations needs.

In the proposed FY 2023-24 budget released in January 2023, Governor Newsom stated that since the Rainy Day Fund is at capacity, \$951 million must be spent on infrastructure. That number increased to \$2.3 billion with the release of the May Revision. The \$2.3 billion balance still exists, but legislative leadership is cautious about expending those funds until they receive an accurate accounting of tax receipts. This could represent an opportunity to fulfill some of MCTC's funding needs when the Legislature reconvenes in January. However, the budget uncertainty for FY 2023-24 and FY 2024-25 may put that opportunity at risk.



STAFF REPORT
Board Meeting of November 29, 2023

AGENDA ITEM: 5-B

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Draft 2024 Interregional Transportation Improvement Program (ITIP) Update

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The California Department of Transportation (Caltrans) released the Draft Interregional Transportation Improvement Program (ITIP) on October 28, 2023, that includes proposed funding for projects in the Madera Region. The California Department of Transportation's (Caltrans) five-year ITIP is prepared pursuant to Government Code 14526, Streets and Highways Code Section 164, and the California Transportation Commission's (CTC) 2024 STIP Guidelines. The 2024 ITIP covers Fiscal Years (FY) 2024-25 through 2028-29.

California Government Code Section 14526 specifies that the ITIP fund projects that improve interregional movement for people and goods throughout California on the State Highway System (SHS) and develop Intercity Passenger Rail corridors of strategic importance.

North Madera 6 Lane

The North Madera SR 99 6 Lane project is a new project that will enhance freight mobility and relieve traffic congestion by increasing traffic capacity on State Route (SR) 99 from Avenue 17 Overcrossing to Avenue 21½ Overcrossing. Alternative 1 proposes to construct one additional lane in each direction using the existing median. Alternative 2 consists of partial realignment of the SR 99 centerline to the west, before construction of additional lanes.

This segment of SR 99 is essential to the economy of San Joaquin Valley and is critical to the agricultural and commercial transportation in this region. Almonds are the top commodity in both Fresno and Madera counties producing 533,000 tons, valued at \$2 billion. Milk is the

second highest leading commodity in Madera County, valued at approximately \$330 million dollars.

SR 99 is also used by interregional travelers and commuters in Madera and Fresno Counties. The 2021 AADT ranges from 70,000 to 73,000. The 2021 average daily truck traffic within the project limits is approximately 20%. SR 99 is part of the National Highway System as a STRAHNET and a STAA truck route serving San Joaquin Valley.

The continuous six-lane cross section that this project will extend will enable the implementation of managed-lane strategies with Vehicle Miles Traveled (VMT) reducing benefits on the SR 99 corridor. Caltrans District 6, in collaboration with the Headquarters (HQ) Sustainability Division, has developed a potential phased approach for the opportunity to implement a managed-lane facility on SR 99. This project would be part of Phase 2 of the approach to implement the managed-lane strategies, estimated to be implemented in 2030. Phase 2 will be one of the last phases needed to complete 325.8 miles of managed lanes on SR 99 within District 6. Managed-lane strategies with VMT reducing benefits will be identified in an interim deliverable (to be completed no later than December of 2023) in the development of the SR 99 Comprehensive Multimodal Corridor Plan (CMCP) currently in progress.

Caltrans is requesting a total of \$4,300,000 in 2024 ITIP funding for the Environmental Phase (PA&ED).

South Madera 6 Lane

The South Madera 6 Lane project is on SR 99 in Madera County from south of Avenue 7 to north of Avenue 12. It is consistent with the CFMP, SR 99 Business Plan, SR 99 Corridor System Management Plan (CSMP) and the Madera County Transportation Commission RTP.

This project will eliminate the 5.8-mile, four lane bottleneck on SR 99 in the southbound and northbound directions, between Fresno and Madera by providing an additional lane in each direction in the median. The scope of work includes increasing vertical clearance at one of the overcrossing structures.

SR 99 in this vicinity is at the upper end of the spectrum for projects with a very high interregional value with 21 percent truck traffic volume and a relatively high Average Annual Daily Traffic (AADT). This project improves operational efficiency on a critical goods movement corridor, providing greater travel-time reliability, throughput, and velocity of freight movement.

This project accomplishes the goals of the 2021 ITSP by balancing local community and interregional needs and improving safety for all users. The project benefits the surrounding disadvantaged communities by increasing connectivity to employment and production centers, education, services, and other opportunities in the region. The project also meets the needs of the SR 99 Business Corridor Plan.

Madera County's Mid-Cycle RIP funds and SHOPP funds are also currently programmed for this project. Combining this project with the planned SHOPP project in FY 2025-26 achieves significant efficiencies and substantial savings.

A total of \$5,500,000 in 2024 ITIP funding is being requested for additional CON and CON Support.

Madera High-Speed Rail Station Project (for informational purposes only)

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

SJIPA completed environmental review for the improvements needed for the Madera HSR Station for Interim Service in accordance with the California Environmental Quality Act (CEQA) on January 22, 2021. SJIPA manages the San Joaquins rail service and is expected to be the Operating Agency for HSR Interim Service. SJIPA is responsible for implementing the improvements needed for the Madera HSR Station. SJIPA is working in partnership with the Madera County Transportation Commission, Madera County, City of Madera, Caltrans, the California State Transportation Agency (CalSTA), and the California High-Speed Rail Authority (CHSRA).

The SJIPA is requesting \$80,000,000 in 2024 ITIP funding.

ITIP Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
MCTC adopts 2024 RTIP	November 29, 2023
Regions submit RTIP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

FISCAL IMPACT:

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



2001 Howard Road, Suite 201
Madera, California 93637

559.675.0721 • maderactc.org

November 1, 2023

Chair Lee Ann Eager
Attn: Tanisha Taylor
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Tony Tavares, Director
California Department of Transportation
PO Box 942873
Sacramento, CA 94273-0001

Subject: Caltrans ITIP Programming for State Route 99 in Madera and Tulare Counties and HSR Station in Madera County.

Chair Eager and Director Tavares:

We are providing this letter to express support for the inclusion of the SR 99 Ave 7-12 and SR 99 Ave 17-21 projects in Madera County and the SR 99 Delano to Pixley project in Tulare County in the 2024 Interregional Transportation Improvement Program (ITIP). State Route 99 is the transportation backbone of Madera County and the San Joaquin Valley and is a critical north-south goods movement artery for the State. It is because of the need for freight mobility and safety for Madera and Tulare Counties, the San Joaquin Valley and the State as a whole that continued investment in projects like these are critical.

- The San Joaquin Valley (SJV) is the highest producing agricultural region in the United States. In 2022, \$39 billion of California's \$56 billion of agricultural goods came from the San Joaquin Valley. If it were a state, the SJV would be the top agricultural producer in the country.
- These projects have been identified as a priority project in the San Joaquin Valley Goods Movement Plan and the Caltrans State Route 99 Business Plan.
- These projects combined with on-going locally funded interchange and other corridor improvements are part of a systematic effort to improve safety, goods movement and economic opportunity in the San Joaquin Valley. Madera and Tulare Counties are among the most disadvantaged counties (by almost any economic or demographic indicator) in the State.

Additionally, MCTC supports the Madera High Speed Rail Station Project managed by the San Joaquin Joint Powers Authority (SJJPA).

If you have any questions regarding these projects, please contact Patricia Taylor at (559) 675-0721 or patricia@maderactc.org.

Sincerely,

Waseem Ahmed (Oct 30, 2023 17:26 PDT)

Waseem Ahmed, Chair
Madera County Transportation Commission

Cc: Kiana Valentine

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

November 9, 2023

Tony Tavares, Director
California Department of Transportation
PO Box 942873
Sacramento, CA 94273-0001

Subject: Caltrans Draft 2024 Interregional Transportation Improvement Program (ITIP) Comments

Director Tavares:

We are providing this letter to express support for the inclusion of the SR 99 Ave 7-12 and SR 99 Ave 17-21 projects in Madera County and the SR 99 Delano to Pixley project in Tulare County in the 2024 Interregional Transportation Improvement Program (ITIP). State Route 99 is the transportation backbone of Madera County and the San Joaquin Valley and is a critical north-south goods movement artery for the State. It is because of the need for freight mobility and safety for Madera and Tulare Counties, the San Joaquin Valley and the State as a whole that continued investment in projects like these are critical. Additionally, MCTC supports the Madera High Speed Rail Station Project managed by the San Joaquin Joint Powers Authority (SJJPA).

MCTC offers the following comments on the Draft 2024 ITIP.

- Page 26, North Madera Widening (SR 99 Avenue 17-21) – The text indicates that this segment will be the last phase needed to complete 325.8 miles of managed lanes on SR 99 within Caltrans District 6. There is an additional 6.8-mile segment on SR 99 from SR 152 that runs through the City of Chowchilla to the Madera/Merced County line that will also need to be completed as a part of the 325.8 miles of managed lanes.

Thank you for your continued partnership with MCTC to deliver vital projects in Madera County and the San Joaquin Valley.

If you have any questions regarding, please contact me at (559) 675-0721 or patricia@maderactc.org.

Sincerely,



Patricia Taylor, Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of November 29, 2023

AGENDA ITEM: 5-C

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

2024 Madera County Regional Transportation Improvement Program (RTIP)

Enclosure: Yes

Action: Approve the 2024 Madera County Regional Transportation Improvement Program (RTIP) by Resolution 23-12 and direct staff to submit to the California Transportation Commission by December 15, 2023

SUMMARY:

The 2024 Regional Transportation Improvement Program (RTIP) for Madera County is prepared by the Madera County Transportation Commission (MCTC) and proposes how regional discretionary transportation dollars should be programmed. The deadline to submit programming requests for the 2024 STIP is December 15, 2023. The California Transportation Commission (CTC) will adopt the 2024 STIP in March 2023. For purposes of this 2024 RTIP, the 2024 STIP Guidelines and Revised Fund Estimate are the basis of current funding assumptions. The RTIP is updated every two years and submitted to the CTC. The 2024 RTIP covers the period from July 1, 2024, through June 30, 2029 (State Fiscal Years 2024/25 – 2028/29).

Caltrans released the Draft 2024 Interregional Transportation Improvement Program (ITIP) on October 28, 2023. The Madera South 6 Lane (SR 99 - Avenue 7-12) project is included in the draft 2024 ITIP for additional construction and construction support funding requested by Caltrans in the amount of \$5.5 million. This additional funding will completely fund the project. The total project cost for the Madera South 6 Lane will now be \$112 million. Caltrans is also proposing a new project in the draft 2024 ITIP. The Madera North 6 Lane (SR 99 - Avenue 17-21) project is included for \$4.3 million to begin the environmental phase (PA&ED). Additionally, the proposed Madera Rail High-Speed Rail Station Project on Avenue 12 is mentioned in the 2024 RTIP for informational purposes. The project has requested \$80 million in 2024 ITIP funding.

The Draft MCTC 2024 RTIP may be found on the MCTC RTIP Web Page [here](#).

FISCAL IMPACT:

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

Madera County Transportation Commission

2024

Regional Transportation Improvement Program



Fiscal Years 2024/25 through 2028/29

DRAFT

November 29, 2023

November 29, 2023

Tanisha Taylor, Executive Director
California Transportation Commission
1120 N Street, Room 2233 (MS-52)
Sacramento, CA 95814

RE: Submittal of MCTC's 2024 Regional Transportation Improvement Program

Dear Ms. Taylor:

The Madera County Transportation Commission (MCTC) is the Metropolitan Planning Organization (MPO), and Regional Transportation Planning Agency (RTPA) for Madera County. The development of the MCTC 2024 Regional Transportation Improvement Program (RTIP) incorporates input from stakeholders, partner agencies, and the public. The list of projects identified in this RTIP represents some of the Madera region's priority projects.

MCTC has worked closely with Caltrans District 6 Staff to develop the project list in the 2024 RTIP. Caltrans and MCTC staffs meet on a quarterly basis to discuss the status of STIP projects and other regional projects for which Caltrans is either the lead agency or provides direct oversight.

Please feel free to contact myself, or Jeff Findley of my staff at (559) 675-0721 or jeff@maderactc.org if you have any questions or require additional information regarding the MCTC 2024 RTIP.

Patricia Taylor, Executive Director
Madera County Transportation Commission

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2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

The 2024 Regional Transportation Improvement Program (RTIP) for Madera County is prepared by the Madera County Transportation Commission (MCTC) and proposes how regional discretionary transportation dollars should be programmed. The deadline to submit programming requests for the 2024 STIP is December 15, 2023. The California Transportation Commission (CTC) will adopt the 2024 STIP in March 2024. For purposes of this 2024 RTIP, the 2024 STIP Guidelines and Revised Fund Estimate are the basis of current funding assumptions. The RTIP is updated every two years and submitted to the CTC. This RTIP covers the period from July 1, 2024, through June 30, 2029 (State Fiscal Years 2024/25 – 2028/29).

Section 2. General Information

- **Regional Agency Name**
Madera County Transportation Commission
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

Regional Agency Website Link: [MCTC Website](#)

RTIP document link: [MCTC Website](#)

RTP link: [MCTC Website](#)

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name Patricia Taylor
Title Executive Director
Email patricia@maderactc.org
Telephone (559) 675-0721

- **RTIP Manager Staff Contact Information**

Name Jeff Findley Title Principal Regional Planner
Address 2001 Howard Road, Suite 201
City/State Madera, CA
Zip Code 93637
Email jeff@maderactc.org
Telephone (559) 675-0721

- **California Department of Transportation Headquarter Staff Contact Information**

Name Sudha Kodali Title Chief, Division of Financial Programming
Address Department of Transportation. Mail Station 82. P.O. Box 942874
City/State Sacramento, CA
Zip Code 94274
Email sudha.kodali@dot.ca.gov

Telephone 916-216-2630

- **California Transportation Commission (CTC) Staff Contact Information**

Name	Kacey Ruggiero	Title	Assistant Deputy Director
Address	1120 N Street		
City/State	Sacramento, CA		
Zip Code	95814		
Email	Kacey.Ruggiero@catc.ca.gov		
Telephone	916-707-1388		

Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

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

B. Regional Agency's Historical and Current Approach to developing the RTIP

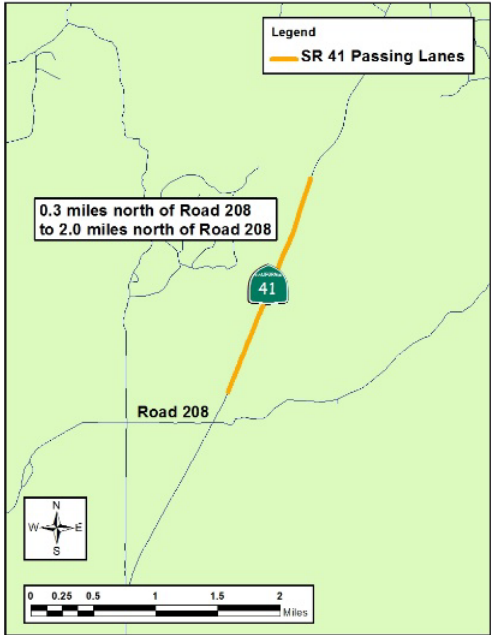
As the Regional Transportation Planning Agency, MCTC is responsible for developing the Madera County Regional Transportation Improvement Program (RTIP). The RTIP serves two functions: Proposes projects and funding reserves for programming in the STIP. Conveys the transportation needs of the Madera County Region. The RTIP is one part of the planning, programming, and monitoring process that occurs in cooperation with local, State and Federal agencies to achieve the ultimate goal of implementing or constructing transportation projects that reflect a well-based and long-term plan. The cycle begins with the preparation of the RTP. The RTP is the long-term twenty-year plan for transportation in Madera County. Based on the findings of the RTP, MCTC prepares the RTIP, which proposes transportation projects to the CTC and covers a period of five years. Simultaneously, Caltrans prepares the Interregional Transportation Improvement Program (ITIP), which nominates highway, rail and other projects that are important to the State. The CTC combines all of the regional RTIPs and the ITIP, creating a single programming document, the STIP. Funds are allocated only to projects that are included in the STIP. After the STIP is adopted, MCTC will prepare the four-year Federal Transportation Improvement Plan (FTIP), which only contains funded projects. In the RTIP, Madera County nominates projects under the Regional Improvement Program (RIP). In the ITIP, Caltrans nominates highway construction projects under the Interregional Improvement Program (IIP). In the past, projects from the regional and interregional programs in a county competed for the same pool of funding, then known as the

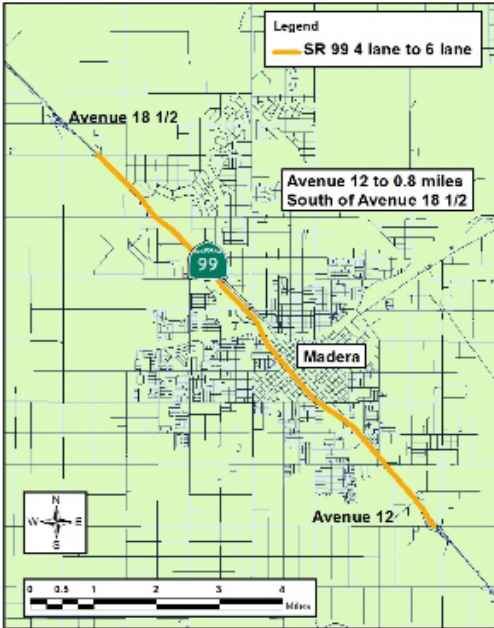

county minimum. Now this pool is called the county share, and it is allocated only to the region. The interregional program is now separate, with funds allocated on a statewide basis, and no requirement that any minimum amount be spent in each county.

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

No projects have been completed since the MCTC 2022 RTIP adoption.

- The State Route 41 Passing Lanes project, PPNO: 6606 is currently open to traffic and in the close-out phase.
- State Route 99 Avenue 12 to Avenue 17 project, PPNO: 5335 is currently open to traffic and in the close-out phase.
- State Route 99 Avenue 7 to 12 project, PPNO: 6297 is fully funded with additional ITIP funding for CON and Con Support is currently in the ROW phase.

Project Name and Location	Description	Summary of Improvements/Benefits
State Route 41 Passing Lanes PPNO: 6606	<p>The SR 41 Passing Lanes are located between SR 145 and Road 200 in Madera County at the location of the initial climb from the San Joaquin Valley floor to the Sierra Nevada Mountain Range.</p> 	<p>The addition of passing lanes improve safety and overall traffic operations by breaking up traffic platoons and reducing traffic delays caused by inadequate passing opportunities. This project is currently open to traffic.</p>

<p>SR 99 Avenue 12 to Avenue 17 Widen to 6 Lanes PPNO: 5335</p>	<p>The SR 99 Avenue 12 to Avenue 17 is located within the City of Madera.</p> 	<p>Adding additional lanes of this section of SR 99 is needed to improve safety, reduce congestion, and increase connectivity of the highway system, and preserve acceptable facility operation of SR 99. This project is currently open to traffic.</p>
<p>SR 99 Avenue 7 to Avenue 12 Widen to 6 Lanes (South Madera 6 Lane) PPNO: 6297</p>	<p>The SR 99 Avenue 7 to Avenue 12 is located south of the City of Madera.</p> 	<p>Adding additional lanes of this section of SR 99 is needed to improve safety, reduce congestion, and increase connectivity of the highway system, and preserve acceptable facility operation of SR 99.</p>

Section 5. RTIP Outreach and Participation

RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
MCTC adopts 2024 RTIP	November 29, 2023
Regions submit RTIP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

A. Community Engagement

MCTC has an adopted Public Participation process. MCTC consults with State and local agencies during the project selection process. The RTIP is one part of the planning, programming, and monitoring process that occurs in cooperation with local, State and Federal agencies to achieve the ultimate goal of implementing or constructing transportation projects that reflect a well-based and long-term plan. The MCTC 2024 RTIP cycle begins with the preparation of the RTP. In the RTIP, Madera County nominates projects under the RIP. In the ITIP, Caltrans nominates highway construction projects under the IIP. In the past, projects from the regional and interregional programs in a county competed for the same pool of funding, then known as the county minimum. Now this pool is called the county share, and it is allocated only to the region. The interregional program is now separate, with funds allocated on a statewide basis, and no requirement that any minimum amount be spent in each county.

There is currently one new project requesting ITIP in the 2024 RTIP. Caltrans has requested ITIP funding for the North Madera 6 Lane project (SR 99 Avenue 17 to Avenue 21). In addition to the above community engagement, Caltrans conducted outreach as part of their PBID preparation process.

Planning, Programming, and Monitoring funds are also being requested at this time.

B. Consultation with Caltrans District (Required per Section 20)

Caltrans District: 6

Per Section 17 of the STIP Guidelines, MCTC consults with Caltrans District 6 staff regarding the projects in the RTIP. Caltrans and MCTC staff meet on a quarterly basis to discuss the status of STIP projects and other regional projects for which Caltrans is either the lead agency or provides direct oversight. It should be noted that Caltrans is the lead agency for all current projects in the MCTC 2024 RTIP.

B. 2024 STIP Regional Funding Request

Section 6. 2024 STIP Regional Share and Request for Programming

A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

According to the adopted Fund Estimate, the Madera Region has \$1,714 in additional programming capacity in the 2024 STIP through Fiscal Year 2028/29. In addition, \$0 of Advanced Project Development Element shares are available to the Madera Region.

Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming and Monitoring (PPM) – Madera County Transportation Commission	Planning, Programming and Monitoring	\$525,000

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

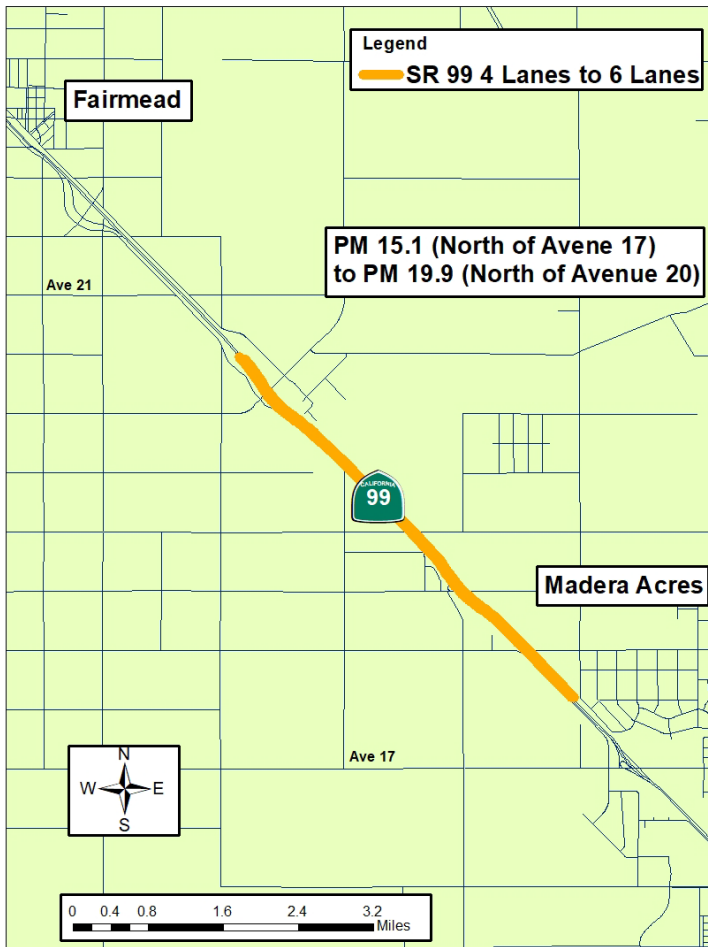
The existing RIP Project (South Madera 6 Lane) has numerous funding sources that were previously allocated to the SR 99 Avenue 7 to Avenue 12 project. Existing funding sources include Local Measure (Measure T), SB1 Trade Corridor Enhancement Program (TCEP), Proposition 1B Bond Savings, Interregional Improvement Program (IIP), 2020 Mid-Cycle STIP COVID Relief Funds (RIP), State Highway and Operation Protection (SHOPP) and 2022 Interregional Transportation Improvement Program (ITIP) funds. All of these existing funding sources are being utilized for PE, ROW and CON phases. Additional Construction and Construction Support funds are being requested by Caltrans from the 2024 ITIP in the amount of \$5,500,000. The requested construction funding will allow the completion of this important project interregional project.

OTHER FUNDING										
Proposed 2020 RTIP	Total RTIP	2024 ITIP Request	2022 ITIP (IIP)	Existing IIP	SHOPP	Prop 1B Bond Savings	SB 1 TCEP	RIP COVID Relief	Measure T	Total Project Cost
State Route 99 – Avenue 7 to Avenue 12 Widen to 6 Lanes PPNO: 6297	\$112,073,000	\$5,500,000	\$33,500,000	\$9,813,000	\$54,700,000	\$3,060,000	\$4,659,000	\$832,000	\$9,000	\$112,073,000
Totals	\$112,073,000	\$5,500,000	\$33,500,000	\$9,813,000	\$54,700,000	\$3,060,000	\$4,659,000	\$832,000	\$9,000	\$112,073,000

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

North Madera 6 Lane



The North Madera SR 99 6 Lane Project will enhance freight mobility and relieve traffic congestion by increasing traffic capacity on State Route (SR) 99 from Avenue 17 Overcrossing to south of the Avenue 21½ Overcrossing. Alternative 1 proposes to construct one additional lane in each direction using the existing median. Alternative 2 consists of partial realignment of the SR 99 centerline to the west, before construction of additional lanes.

This segment of SR 99 is essential to the economy of San Joaquin Valley and is critical to the agricultural and commercial transportation in this region. Almonds are the top commodity in both Fresno and Madera counties producing 533,000 tons, valued at \$2 billion. Milk is the second highest leading commodity in Madera County, valued at approximately \$330 million dollars.

SR 99 is also used by interregional travelers and commuters in Madera and Fresno Counties. The 2021 AADT ranges from 70,000 to 73,000. The 2021 average daily truck traffic within the project limits is approximately 20%. SR 99 is part of the National Highway System as a STRAHNET and a STAA truck route serving San Joaquin Valley.

The continuous six-lane cross section that this project extends will enable the implementation of managed-lane strategies with Vehicle Miles Traveled (VMT) reducing benefits on the SR 99 corridor. Caltrans District 6, in collaboration with the Headquarters (HQ) Sustainability Division,

has developed a potential phased approach for the opportunity to implement a managed-lane facility on SR 99. This project would be part of Phase 2 of the approach to implement the managed-lane strategies, estimated to be implemented in 2030. Phase 2 will be one of the last phases needed to complete 325.8 miles of managed lanes on SR 99 within District 6. Managed-lane strategies with VMT reducing benefits will be identified in an interim deliverable (to be completed no later than December of 2023) in the development of the SR 99 Comprehensive Multimodal Corridor Plan (CMCP) currently in progress.

Caltrans is requesting a total of \$4,300,000 in 2024 ITIP funding for E&P (PA&ED).

South Madera 6 Lane

The South Madera 6 Lane Project is on SR 99 in Madera County from south of Avenue 7 to north of Avenue 12. It is consistent with the CFMP, SR 99 Business Plan, SR 99 Corridor System Management Plan (CSMP) and the Madera County Transportation Commission RTP. This project will eliminate the 5.8-mile, four lane bottleneck on SR 99 in the southbound and northbound directions, between Fresno and Madera by providing an additional lane in each direction in the median. The scope of work includes increasing vertical clearance at one of the overcrossing structures.

SR 99 in this vicinity is at the upper end of the spectrum for projects with a very high interregional value – with 21 percent truck traffic volume and a relatively high Average Annual Daily Traffic (AADT). This project improves operational efficiency on a critical goods movement corridor, providing greater travel-time reliability, throughput, and velocity of freight movement.

This project accomplishes the goals of the 2021 ITSP by balancing local community and interregional needs and improving safety for all users. The project benefits the surrounding disadvantaged communities by increasing connectivity to employment and production centers, education, services, and other opportunities in the region. The project also meets the needs of the SR 99 Business Corridor Plan.

Madera County's Mid-Cycle RIP funds and SHOPP funds are also programmed for this project. Combining this widening project with the planned SHOPP project in FY 2025-26 achieves significant efficiencies and substantial savings.

A total of \$5,500,000 in 2024 ITIP funding is being requested for CON and CON Support.

Madera High-Speed Rail Station Project (Not a part of this RTIP – for informational purposes only)

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

SJJPA completed environmental review for the improvements needed for the Madera HSR Station for Interim Service in accordance with the California Environmental Quality Act (CEQA) on January 22, 2021. SJJPA manages the San Joaquins rail service and is expected to be the

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

The SJJPA is requesting \$80,000,000 in 2024 ITIP funding.

The most significant intercity rail needs in the Madera Region involves the Amtrak station relocation project and the proposed HSR station on Avenue 12, between SR 99 and SR 41. Future transit-oriented development along the Avenue 12 Corridor, together with improved transit connectivity, will ensure that Madera County can capture the full economic and environmental benefits of HSR and sustainable growth patterns. Please see specific project information above.

Additionally, enhancing freight mobility, increasing safety, and relieving traffic congestion by increasing traffic capacity on SR 99 is a significant interregional highway need in the Madera Region and the entire San Joaquin Valley. Please see specific project information on projects above.

Section 9. Projects Planned Within Multi-Modal Corridors

The following projects previously programmed in prior RTIPs will have an impact within the SR 99 corridor.

State Route 99 - Avenue 12 to Avenue 17 - Widen 4 to 6 Lanes

Adding additional lanes of this section of SR 99 within the city limits of the City of Madera was needed to improve safety, reduce congestion, increase connectivity of the highway system, and preserve acceptable facility operation.

State Route 99 - Avenue 7 to Avenue 12 - Widen 4 to 6 Lanes

Adding additional lanes of this section of SR 99 is needed to improve safety, reduce congestion and increase connectivity of the highway system, and preserve acceptable facility operation of SR 99.

Section 10. Highways to Boulevards Conversion Pilot Program

The cities in the Madera Region will need to be consulted on their desire to participate in a Highways to Boulevards Conversion Pilot Program. SR 132 through the City of Chowchilla and SR 145 through the City of Madera could potentially be candidates for a highways to boulevards conversion pilot program. The cities will need to be involved in any of these discussions.

11. Complete Streets Consideration (per Section 26)

Complete Streets elements will be considered by Caltrans during the development of the SR 99 Avenue 17 to 21 project.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

The 2024 RTIP furthers the goals and objectives of MCTC's adopted 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

The 2022 RTP/SCS contains four primary goals supported by seven objects which offer varying methods and tactics to ultimately achieve progress towards the goals. The goals and objectives share several common themes based on positive outreach feedback and state and federal mandates: creating a safer transportation system, raising economic vitality, maintenance and rehabilitation of existing infrastructure, finding ways to reduce vehicle miles traveled and the harmful emission they generate, and providing better access to more modal options.

The following four goals guide the RTP/SCS as it ventures to achieve its vision and improve the overall quality of life in Madera County through an integrated multimodal transportation system and supportive land use footprint:

- Improve Quality of Life - MCTC's plans, programs, and policies will work to improve the quality of life in the Madera County region by integrating transportation systems that promote access to affordable housing, education resources, jobs, and recreational facilities.
- Raise Economic Prosperity - MCTC's plans, programs, and policies will facilitate enhanced economic viability of the region by increasing access to education and new job opportunities. A more educated population combined with a low cost of living can attract new investment in the Madera region.
- Cultural Diversity - MCTC's plans, programs, and policies will respect the region's wide variety of cultures and subcultures (each having unique needs and perspectives) by facilitating a range of transportation modes and housing choices designed to benefit the County's diverse population.
- Promote Public Health and a Cleaner Environment - MCTC's plans, programs, and policies will give preference to new development and economic prosperity in ways that ensure the health of its citizens, maintain and enhance the surrounding environment (cultural and socioeconomic resources), and those ways that enhance the regions financial stability over time.

These goals are supported by objectives reflective of necessary steps to guide improvements to Madera County's transportation system, development and economic growth, and wellbeing through the next 24 years. The objectives below most directly related to the projects in this RTIP include:

- Provide equitable access to transportation options for all, regardless of race, income, national origin, age, location, physical ability, or any other factor.
- Develop a transportation network able to support the safe and efficient movement of people and goods and increase economic vitality.

- Improve environmental conditions through integrated planning of transportation and land uses and achieve state and federal air quality improvement mandates.
- Improve mobility for all travelers through a variety of accessible modal options.
- Foster growth with a mix of land use types able to facilitate mixed uses, infill and compact development, and preserve agricultural land and natural resources.

As shown in Table B1, by the horizon year of 2046 in the 2022 RTP/SCS, the 2024 RTIP assists in the reduction of daily vehicle miles traveled (VMT) and CO2 emissions per capita.

MCTC's 2024 RTIP will assist the Madera region's ability to achieve its goals and objectives. The projects contained in this RTIP are consistent with and help implement the region's transportation projects contained in MCTC's 2022 RTP/SCS. Furthermore, the programming of MCTC's 2024 RTIP is consistent with the policies, procedures, and funding capacity established in the 2024 STIP Guidelines and STIP Fund Estimate. The North Madera 6 Lane, South Madera 6 Lane, and the Madera High-Speed Rail Station Project will assist the region's ability to improve safety, reduce congestion and increase connectivity of the highway system, increase multi-modal connectivity, enhance interregional commuter rail and preserve acceptable facility operation of SR 99.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

2022 RTP/SCS Housing			
	Scenario 1	Scenario 2	Preferred Scenario
2020 Housing			
2020 Single-family housing	42,078.0	42,064.0	42,048.0
2020 Multi-family/attached housing	7,702.0	7,716.0	7,730.0
2020 Percent single-family housing	84.53%	84.50%	84.47%
2020 Percent multi-family/attached housing	15.47%	15.50%	15.53%
Future Housing			
2035 Single-family housing	48,958.0	48,846.0	48,783.0
2035 Multi-family/attached housing	9,844.0	9,977.0	10,053.0
2035 Percent single-family housing	83.26%	83.04%	82.91%
2035 Percent multi-family/attached housing	16.74%	16.96%	17.09%
2046 Single-family housing	53,591.0	53,382.0	53,266.5
2046 Multi-family/attached housing	11,231.0	11,443.0	11,555.5
2046 Percent single-family housing	82.67%	82.35%	82.17%
2046 Percent multi-family/attached housing	17.33%	17.65%	17.83%
Housing Growth from 2020			
2035 New single-family housing	6,880.0	6,782.0	6,735.0
2035 New multi-family/attached housing	2,142.0	2,261.0	2,323.0
2035 Percent single-family housing growth	76.26%	75.00%	74.35%
2035 Percent multi-family/attached housing growth	23.74%	25.00%	25.65%
2046 New single-family housing	11,513.0	11,318.0	11,218.5
2046 New multi-family/attached housing	3,529.0	3,727.0	3,825.5
2046 Percent single-family housing growth	76.54%	75.23%	74.57%
2046 Percent multi-family/attached housing growth	23.46%	24.77%	25.43%

2022 RTP/SCS Travel Metrics			
Mode Share	Scenario 1	Scenario 2	Preferred Scenario
2020 Mode Share			
Drive alone	297,804	297,804	297,804
Two-person shared ride	128,958	128,958	128,958
Three-plus person shared ride	172,383	172,383	172,383
Transit	2,411	2,411	2,411
Walk	6,250	6,250	6,250
Bike	87,117	87,117	87,117
Other			
Home to work average trip distance (miles)	9.37	9.37	9.37
Home to work trip average time (minutes)	15.24	15.24	15.24
2035 Mode Share			
Drive alone	339,106	339,770	339,988
Two-person shared ride	149,693	149,964	150,052
Three-plus person shared ride	202,921	203,082	203,168
Transit	2,782	2,789	2,791
Walk	7,893	7,924	7,933
Bike	106,888	107,468	107,502
Other			
Home to work average trip distance (miles)	8.76	8.72	8.67
Home to work trip average time (minutes)	14.69	14.62	14.56
2046 Mode Share			
Drive alone	366,306	367,463	367,699
Two-person shared ride	163,926	164,365	164,429
Three-plus person shared ride	224,654	224,917	224,931
Transit	3,036	3,043	3,059
Walk	9,047	9,096	9,118
Bike	120,580	121,516	121,703
Other			
Home to work average trip distance (miles)	8.42	8.36	8.26
Home to work trip average time (minutes)	14.42	14.32	14.20

2022 RTP/SCS Environmental Quality			
Metric	Scenario 1	Scenario 2	Preferred Scenario
Farmland Acres Consumed	4,642	3,835	3,664
% Housing Within 0.25 Miles of Transit	2.71%	2.98%	3.10%
% Employment Within 0.25 Miles of Transit	24.92%	25.81%	26.40%
Reduction in CO2 per capita from 2005 to 2035	-21.60%	-22.05%	-22.12%
Reduction in VMT2 per capita from 2005 to 2035	-18.22%	-18.73%	-18.78%

Section 13. Regional and Statewide Benefits of RTIP

The existing projects programmed in the RTIP are intended toward advancing the region and State by widening segments of SR 99 and increasing ridership on commuter rail.

SR 99 is one of the most important north-south highways on the National Highway System and on the National Highway Freight Network. SR 99 is crucial to the economic vitality of the State of California and the Central Valley and is heavily used by international shippers, commuters, and recreational travelers. Approximately half of the State's goods movement passes through the Valley with destinations at ports, major urban centers in California, other states, and other countries.

The North Madera 6 Lane and South Madera 6 Lane projects are located near the geographic center of both California and the San Joaquin Valley, the breadbasket of the nation and the source of much of the nation's agricultural export income.

The projects represent a major lynchpin for goods movement and passenger travel along SR 99 to and through the City of Madera.

Widening of these sections of SR 99 within and adjacent to the City of Madera is needed to improve safety, reduce congestion, increase connectivity for goods movement and general traffic on the national highway system, and to preserve acceptable facility operation.

The Madera High-Speed Rail Station project is located on Avenue 12, Madera County's busiest east/west corridor connecting SR 99 and SR 41.

The project will provide service connection with the San Joaquins Amtrak and transfer to High Speed Rail service when the initial operating segments between Merced and Bakersfield commence in 2030.

The project is located in a more regionally accessible area than the existing Madera Amtrak station. The project is in close proximity to the SR 99/Avenue 12 interchange and provides a more direct route for access for residents from the City of Madera, City of Chowchilla, and residents in the mountains and foothills of eastern Madera County. The location has ridership capture potential for north City of Fresno and City of Clovis residents. The project is on the property adjacent to the Madera Community College and currently served by Madera County and City of Madera fixed route transit services.

The project is on the property adjacent to the Madera Community College and currently served by Madera County and City of Madera fixed route transit services.

The project location site is identified as an interregional commuter rail hub in the Madera College Specific Area Plan. The County of Madera in coordination with the City of Madera, MCTC, Madera Community College, Caltrans, CalSTA, CHSRA and SJJPA is currently utilizing a Caltrans Sustainable Planning Grant to complete a Madera Station Transit Orientated Development (TOD) Master Plan for the project. The station will kick-off new TOD, mixed land uses and affordable housing in the Madera Community College and Station area.

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

2022 RTP/SCS Housing			
	Scenario 1	Scenario 2	Preferred Scenario
2020 Housing			
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Reduction in CO2 per capita from 2005 to 2035	-21.60%	-22.05%	-22.12%
Reduction in VMT2 per capita from 2005 to 2035	-18.22%	-18.73%	-18.78%

Section 15. Project Specific Evaluation (Required per Section 22D)

Caltrans will be preparing project specific benefit evaluation for the new North Madera 6 Lane (SR 99 Avenue 17 to 21) project.

E. Detailed Project Information**Section 16. Overview of Projects Programmed with RIP Funding**

There are no new projects proposed to use RIP funding in the 2024 RTIP.

F. Appendices

Section 17. Projects Programming Request Forms

Section 18. Board Resolution or Documentation of 2024 RTIP Approval

Section 19. Fact Sheet

Section 20. Documentation on Coordination with Caltrans District (Optional)

Section 21. Detailed Project Programming Summary Table (Optional)

Section 22. Alternative Delivery Methods (Optional)

Section 23. Additional Appendices (Optional)

APPENDICES

SECTION 17

PROJECTS PROGRAMMING REQUEST FORMS

**NORTH MADERA 6 LANE
STATE ROUTE 99 – AVENUE 17 TO 21
Project Programming Request**

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	07/14/2023 16:12:09
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
06	0Y360	0619000052	7004	Caltrans District 6		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Madera County	99	15.100	19.900	Madera County Transportation Commission		
				MPO	Element	
				MCTC	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Mike Day			559-383-5247	mike.day@dot.ca.gov		

Project Title

North Madera 99 6-lane

Location (Project Limits), Description (Scope of Work)

In Madera County from 0.5 miles north of Avenue 17 Overcrossing to 1.0 south of Avenue 21 1/2 Overcrossing.

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:	8,27	Senate:	14	Congressional:	13
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Project Milestone	Existing	Proposed
Project Study Report Approved	06/14/2019	
Begin Environmental (PA&ED) Phase		10/01/2024
Circulate Draft Environmental Document Document Type (ND/MND)/CE		05/01/2026
Draft Project Report		08/01/2026
End Environmental Phase (PA&ED Milestone)		12/01/2026
Begin Design (PS&E) Phase		12/15/2026
End Design Phase (Ready to List for Advertisement Milestone)		08/07/2029
Begin Right of Way Phase		07/15/2027
End Right of Way Phase (Right of Way Certification Milestone)		08/01/2029
Begin Construction Phase (Contract Award Milestone)		02/02/2030
End Construction Phase (Construction Contract Acceptance Milestone)		02/17/2032
Begin Closeout Phase		12/17/2032
End Closeout Phase (Closeout Report)		12/17/2033

Date 07/14/2023 16:12:09

Purpose and Need

Improvements to this section of SR 99 will add one lane in each direction of travel. This improvement is needed to enhance freight mobility, preserve acceptable facility operation, improve safety, and reduce congestion. The proposed 6-lane freeway would also 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 passenger and freight vehicle volumes. SR 99 serves as a major freight corridor through the Central Valley and improvements are needed to ensure reliable delivery of time sensitive agricultural goods. The North Madera 99 6-lane project is one of the last portions of 6-lane needed to facilitate the SR 99 Corridor Plan, which is a comprehensive plan addressing managed lanes through the central valley. The 6-lane segment immediately south of this project was completed in August 2022. The North Madera 99 6-lane project will transition and tie into the existing 6 lane segment constructed in 2006.

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	28.8
Pavement (lane-miles)	Ramps and Connectors constructed	Miles	2

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
06	Madera County	99	0Y360	0619000052	7004

Project Title

North Madera 99 6-lane

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)		4,300						4,300	
PS&E					8,400			8,400	
R/W SUP (CT)					3,000			3,000	
CON SUP (CT)							6,600	6,600	
R/W					16,800			16,800	
CON							187,000	187,000	
TOTAL		4,300			28,200		193,600	226,100	

Fund #1:	IIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)		4,300						4,300	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		4,300						4,300	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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					8,400			8,400	
R/W SUP (CT)					3,000			3,000	
CON SUP (CT)							6,600	6,600	
R/W					16,800			16,800	
CON							187,000	187,000	
TOTAL					28,200		193,600	221,800	

PLANNING, PROGRAMMING, AND MONITORING

Project Programming Request

Amendment (Existing Project) <input type="checkbox"/> YES <input type="checkbox"/> NO				Date	11/14/2023 06:38:51
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
06		0621000132	6L05	Madera County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Madera County					
				MPO	Element
				MCTC	Local Assistance
Project Manager/Contact			Phone	Email Address	
Patricia Taylor			559-675-0721	patricia@maderactc.org	

Project Title

Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, Programming and Monitoring

Component	Implementing Agency
PA&ED	
PS&E	
Right of Way	
Construction	Madera County Transportation Commission

Legislative Districts

Assembly: 8,27 Senate: 14 Congressional: 5,13

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		07/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2029
Begin Closeout Phase		07/01/2029
End Closeout Phase (Closeout Report)		12/31/2029

Date 11/14/2023 06:38:51

Purpose and Need

The Planning, Programming and Monitoring program ensures that MCTC continues to fulfill its Federal and State mandated functions as the MPO for the Madera region, including: (1) Oversight and monitoring of projects receiving Federal-aid and those identified in the State Transportation Improvement Program (STIP), (2) Ensuring that all projects and recipients of Federal/State funding are in compliance with all State and Federal regulations; and (3) Ensuring that all projects are consistent with MCTC's adopted planning documents.

NHS Improvements	<input type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class	Reversible Lane Analysis	<input type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
06	Madera County			0621000132	6L05

Project Title

Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Madera County Transportation Comm
R/W									
CON									Madera County Transportation Comm
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		107	107	107	107	97		525	
TOTAL		107	107	107	107	97		525	

Fund #1:	RIP - RIP - State Cash (Committed)								Program Code	
Existing Funding (\$1,000s)									Madera County Transportation Comm	
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)										
R/W										
CON		107	107	107	107	97		525		
TOTAL		107	107	107	107	97		525		

APPENDICES

SECTION 18

BOARD RESOLUTION OR BOARD DOCUMENTATION OF APPROVAL OF THE 2024 RTIP

BEFORE

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

DRAFT

In the matter of
THE 2024 MADERA COUNTY REGIONAL
TRANSPORTATION IMPROVEMENT
PROGRAM

Resolution No.: **23-12**

WHEREAS, the Madera County Transportation Commission (MCTC) is the Regional Transportation Planning Agency for Madera County pursuant to state law; and

WHEREAS, pursuant to State law, every two years the MCTC is required to develop and submit to the California Transportation Commission (CTC) a Regional Transportation Improvement Plan (RTIP) that identifies projects to be included in the State Transportation Improvement Program (STIP); and

WHEREAS, the MCTC prepared the 2024 RTIP in compliance with the CTC adopted 2024 Guidelines and STIP Fund estimate; and

WHEREAS, the projects contained in the 2024 RTIP are consistent with the MCTC's adopted 2022 Regional Transportation Plan (RTP), 2023 Federal Transportation Improvement Program (FTIP); and

WHEREAS, the proposed 2024 Regional Transportation Improvement Program (or Interregional Transportation Improvement Program) is consistent with MCTC's current approved Regional Transportation Plan and Sustainable Communities Strategies, if applicable; and

WHEREAS, pursuant to adopted CTC, STIP Guidelines, the MCTC is authorized to develop and submit the Regional Transportation Improvement Program by December 15, 2023; and

WHEREAS, the 2024 Madera County Regional Transportation Improvement Program has been prepared by the Madera County Transportation Commission in cooperation with its member agencies and Caltrans in accordance with CTC programming policies and guidelines; and

WHEREAS, the Madera County Transportation Commission Policy Board considered the 2024 RTIP at its November 29, 2023 meeting.

NOW, THEREFORE, BE IT RESOLVED, the Madera County Transportation Commission does hereby adopt the 2024 Madera County Regional Transportation Improvement Program

and directs staff to submit the program to the Department of Transportation and CTC by December 15, 2023.

BE IT FURTHER RESOLVED, that the Madera County Transportation Commission Policy Board authorizes the MCTC Executive Director to negotiate with the CTC and Caltrans and to submit any additional amendments or revisions to the 2024 RTIP.

The foregoing resolution was adopted this 29th day of November 2023 by the following vote:

Commissioner Waseem Ahmed	_____
Commissioner Leticia Gonzalez	_____
Commissioner Robert Poythress	_____
Commissioner Jose Rodriguez	_____
Commissioner Cecelia Gallegos	_____
Commissioner David Rogers	_____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission

APPENDICES
SECTION 19
FACT SHEET

2024 State Transportation Improvement Program (STIP)

Madera County Transportation Commission Fact Sheet

Executive Summary

The 2024 Regional Transportation Improvement Program (RTIP) for Madera County is prepared by the Madera County Transportation Commission (MCTC) and proposes how regional discretionary transportation dollars should be programmed. The RTIP is updated every two years and submitted to the CTC. This RTIP covers the period from July 1, 2024, through June 30, 2029 (State Fiscal Years 2024/25 – 2028/29). The existing projects programmed in the RTIP are intended toward advancing the region and State by widening segments of SR 99 and increasing ridership on commuter rail. The new North Madera 6 Lane and existing South Madera 6 Lane projects are located near the geographic center of both California and the San Joaquin Valley, the breadbasket of the nation and the source of much of the nation's agricultural export income. The projects represent a major lynchpin for goods movement and passenger travel along SR 99 to and through the City of Madera. Expansion of these sections of SR 99 within and adjacent to the City of Madera is needed to improve safety, reduce congestion, increase connectivity for goods movement and general traffic on the national highway system, and to preserve acceptable facility operation. The Madera High-Speed Rail Station project is located on Avenue 12, Madera County's busiest east/west corridor connecting SR 99 and SR 41. The project will provide service connection with the San Joaquins Amtrak and transfer to High Speed Rail service when the initial operating segments between Merced and Bakersfield commence in 2030.

Benefits

The new North Madera 6 Lane, existing South Madera 6 Lane, and the Madera High-Speed Rail Station Project will assist the region's ability to improve safety, reduce congestion and increase connectivity of the highway system, increase multi-modal connectivity, enhance interregional commuter rail and preserve acceptable facility operation of SR 99. The projects in the RTIP benefits the surrounding disadvantaged communities by increasing connectivity to employment and production centers, education, services, and other opportunities in the region.

Goals and Objectives

The 2024 RTIP furthers the goals and objectives of MCTC's adopted 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The 2022 RTP/SCS contains four primary goals supported by seven objects which offer varying methods and tactics to ultimately achieve progress towards the goals. The goals and objectives share several common themes based on positive outreach feedback and state and federal mandates: creating a safer transportation system, raising economic vitality, maintenance and rehabilitation of existing infrastructure, finding ways to reduce vehicle miles traveled and the harmful emission they generate, and providing better access to more modal options.

The following four goals guide the RTP/SCS as it ventures to achieve its vision and improve the overall quality of life in Madera County through an integrated multimodal transportation system and supportive land use footprint:

- Improve Quality of Life - MCTC's plans, programs, and policies will work to improve the quality of life in the Madera County region by integrating transportation systems that

promote access to affordable housing, education resources, jobs, and recreational facilities.

- **Raise Economic Prosperity** - MCTC's plans, programs, and policies will facilitate enhanced economic viability of the region by increasing access to education and new job opportunities. A more educated population combined with a low cost of living can attract new investment in the Madera region.
- **Cultural Diversity** - MCTC's plans, programs, and policies will respect the region's wide variety of cultures and subcultures (each having unique needs and perspectives) by facilitating a range of transportation modes and housing choices designed to benefit the County's diverse population.
- **Promote Public Health and a Cleaner Environment** - MCTC's plans, programs, and policies will give preference to new development and economic prosperity in ways that ensure the health of its citizens, maintain and enhance the surrounding environment (cultural and socioeconomic resources), and those ways that enhance the regions financial stability over time.

The objectives identified below are a combined set of goals, policies, actions, and performance measures that are reflective of necessary steps to guide improvements to Madera County's transportation system, development and economic growth, and wellbeing through the next 24 years:

- **Objective 1** - Provide equitable access to transportation options for all, regardless of race, income, national origin, age, location, physical ability, or any other factor.
- **Objective 2** - Develop a transportation network able to support the safe and efficient movement of people and goods and increase economic vitality.
- **Objective 3** - Improve environmental conditions through integrated planning of transportation and land uses and achieve state and federal air quality improvement mandates.
- **Objective 4** - Support the development and implementation of innovative and emerging transportation technologies.
- **Objective 5** - Improve mobility for all travelers through a variety of accessible modal options.
- **Objective 6** - Foster growth with a mix of land use types able to facilitate mixed uses, infill and compact development, and preserve agricultural land and natural resources.
- **Objective 7** - Develop funding and financing strategies to implement the projects and strategies in the RTP/SCS.

MCTC's 2024 RTIP will assist the Madera region's ability to achieve its goals and objectives. The projects contained in this RTIP are consistent with and help implement the region's transportation projects contained in MCTC's 2022 RTP/SCS. Furthermore, the programming of MCTC's 2024 RTIP is consistent with the policies, procedures, and funding capacity established in the 2022 STIP Guidelines and STIP Fund Estimate. The North Madera 6 Lane, South Madera 6 Lane, and the Madera High-Speed Rail Station Project will assist the region's ability to improve safety, reduce congestion and increase connectivity of the highway system, increase multi-modal

connectivity, enhance interregional commuter rail and preserve acceptable facility operation of SR 99.

The MCTC 2024 RTIP aligns with State, regional and local goals. The RTIP supports the goals by balancing local community and interregional needs and improving safety for all users. The RTIP is also consistent with the California Freight Mobility Plan, SR 99 Business Plan, SR 99 Corridor System Management Plan and the MCTC RTP.

APPENDICES

SECTION 20

**DOCUMENTATION OF COORDINATION WITH CALTRANS
DISTRICT**

Not Applicable for the 2024 RTIP

APPENDICES

SECTION 21

DETAILED PROJECT PROGRAMMING SUMMARY TABLE

Madera 2024 RTIP

County	Agency	Project	Total	Project Totals by Fiscal Year (\$1,000)							PA&ED	PS&E	Const
				24/25	25/26	26/27	27/28	28/29					
Madera	MCTC	Planning, Programming and Monitoring	\$525	\$107	\$107	\$107	\$107	\$97					\$525

Total \$525

APPENDICES
SECTION 22
ALTERNATIVE DELIVERY METHODS

Not Applicable for the 2024 RTIP

APPENDICES
SECTION 23
CALTRANS B/C CALCULATIONS

**NORTH MADERA 6 LANE
STATE ROUTE 99 – AVENUE 17 TO 21
Caltrans B/C Calculations**



STAFF REPORT
Board Meeting of November 29, 2023

AGENDA ITEM: 5-D

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

Proposed SB 125 Transit Program Project List and Funding Allocations for the Madera Region

Enclosure: Yes

Action: Approve the SB 125 Transit Program regional project list and funding allocations by Resolution 23-13 and direct staff to submit an Initial Allocation Package to the California State Transportation Agency by December 31, 2023

BACKGROUND:

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

The main objectives of the funding are to:

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

These funds are also intended to provide a direct benefit to disadvantaged communities or priority populations which include low-income communities and low-income households. Funding distributions will only be made to Regional Transportation Planning Agencies (RTPA). Since MCTC is the RTPA for the Madera County region, MCTC will be the recipient of the funds.

The Madera County region has the potential to receive \$18,811,248 over the next four fiscal years. Once an allocation package has been approved by the California State Transportation

Agency (CalSTA), the funding will be directly transferred to MCTC, which will in turn make funding available to the public transit agencies.

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

	YEAR 1	YEAR 2	YEAR 3	YEAR 4	Grand Total
TIRCP	\$8,254,231	\$8,274,315	None	None	
ZETCP	\$850,825	\$477,292	\$477,292	\$477,292	
TOTAL	\$9,105,056	\$8,751,607	\$477,292	\$477,292	\$18,811,248

PROPOSED REGIONAL PROJECT SUMMARIES:

It is the intention of the SB 125 Transit Program that the RTPAs formulate a plan for the use of the funds in consultation and coordination with its transit operators. In accordance with that intention, over the past two months, MCTC held several meetings to collaborate with the region's transit agencies and the San Joaquin Joint Powers Authority (SJJPA) to develop a funding allocation plan for submittal. On November 27, 2023, the transit agencies and MCTC staff will also meet with staff with CalSTA to receive technical assistance to ensure that the proposed projects align with the program goals.

MCTC – One percent of the total funding or \$188,112 may be programmed by MCTC for RTPA administration of SB 125 funding across both the TIRCP and ZETCP, and for planning expenses related to preparing and implementing the initial short-term financial plan, updates to the short-term financial plan, and the long-term financial plan that the RTPA's are tasked with developing for the region. This funding request will be submitted in the Initial Allocation Package covering FY 23-24 funding from the ZETCP due on December 31, 2023, as an operating project associated with MCTC, as most funding will be drawn from the Public Transportation Account resources only available in that year. The long-term financial plan must be submitted and approved by CalSTA by June 30, 2026. The plan will address the approach to sustain the region's transit operations without additional discretionary or nonformula State funding to maintain eligibility for future TIRCP funding in the 2026-27 fiscal year and beyond. The long-term financial plan will include, but is not limited to:

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

Madera Rail Station Relocation Project - SJJPA is requesting a minimum of \$8,000,000 in SB 125 TIRCP funding for Phase 1 (Relocation of Madera San Joaquins Station to Avenue 12). The funding will mitigate cost escalation and support the construction of improvements which would be utilized initially by the San Joaquins and then by High-Speed Rail passengers once the future Madera High-Speed Rail Station begins operations. This funding will help to ensure the schedule is maintained to complete Phase 1 by mid-2025. Since the Madera Rail Station Relocation is an existing TIRCP project, having received TIRCP funding in 2018 and additional TIRCP funding in early 2023 as part of the special round for Existing TIRCP Projects, it is in harmony with the SB 125 program goals to prioritize this project. It is understood that TIRCP-funded capital projects that are already substantially funded and in need of additional resources for completion are expected to be prioritized over beginning new projects. This project is eligible for SB 125 funding and is strongly supported by the State.

Madera County – Madera County is requesting \$2,855,761 in TIRCP funding and \$699,239 in ZETCP funding for a total of \$3,555,000 to purchase five electric buses, sixteen electric bus chargers and for the installation of eight satellite charging stations. These funds will assist with the County's Transit Electrification project, funding the purchase and installation of additional battery-electric buses, vehicle chargers, and related infrastructure. This will enable the County to complete Federal and State requirements to convert its transit fleet to zero-emission buses. These efforts will be promoted to the public, setting an example for the community and thereby increasing awareness of the benefits of public transit. This will be leveraged in the County's marketing program to increase ridership and attract many new bus riders to the services, which will in turn reduce vehicle emissions countywide.

City of Chowchilla – The City of Chowchilla's projects are crucial to help the city and the Madera County region reach California's goal of reducing carbon emissions by 2030. The City has set a clear objective to modernize and improve its transportation system. The City of Chowchilla is requesting \$810,725 in TIRCP funding and \$895,350 in ZETCP funding for a total of \$1,706,075 to improve its transportation system by upgrading the fare collection system and purchasing two electric buses along with the required infrastructure.

- **Two cutaways or small bus/van** - *The City of Chowchilla requests the purchase of two small electric buses to replace the existing fleet and ensure there is adequate vehicle availability to limit service interruptions. These vehicles are consistent with the City's Zero Emission Transition Plan submitted to CARB and would help the City evaluate its capability to convert fully to zero emission.*
- **Charging infrastructure (Two dual dispenser compatible level 3 chargers)** - *Infrastructure is needed to charge the electric vehicles purchased. Allowing for two dual dispensers will maximize performance and facilitate future build out of the fleet.*
- **Engineering design and installation of chargers** - *Design and installation of the chargers will require utility company coordination to ensure the electricity load/demand can be met, as well as confirming the selected location is best suited for the city. The location of these chargers and future infrastructure will be coordinated with Madera County and any other relevant service providers.*

- **Mobile payment/contactless payment solution** - Updating the ability for fare payment via mobile/contactless options on-board will modernize the transit services provided in Chowchilla, improving the transit rider experience, and increasing service accessibility. The fare payment method will be selected from the California Integrated Travel Project's (Cal-ITP) technology procurement and will be coordinated with regional transit services to ensure maximum compatibility.

City of Madera - The City of Madera is requesting \$500,000 in ZETCP funds for the future purchase of electric vehicles and required charging stations. On December 6, 2023, during the Madera City Council meeting, City staff will propose updating the existing Madera Metro Transit System with a full or hybrid microtransit system.

The City currently operates a Fixed Route and a Dial-A-Ride public transit system. Recently, the City added an additional route to its Fixed Route system increasing the total routes to four. This increase in routes was largely focused on improving an equitable public transit system for the current riders. Despite this overhaul of the Fixed Route system, current ridership of the Fixed Route system is lower than pre-pandemic levels. However, the City has noticed a continuous uptick in riders utilizing the Dial-A-Ride system. This prompted the City to begin considering what many other transit agencies have already implemented – a microtransit public transit system.

A change in the public transit system would benefit the riders by eliminating the time spent waiting for a bus, eliminating the time spent on a bus between stops (while approaching a destination), and would allow the riders to benefit from a stop-to-stop system.

If approved, the City foresees purchasing several electric vehicles and implementing a pilot microtransit program. The City believes this option is imperative to meeting the electric vehicle requirements. At present, charging infrastructure for an electric bus is simply not viable at the City's Transit Center due to electric grid challenges. The City must develop a plan to meet electric vehicle requirements, while maintaining the current needs of the riders at the forefront. Therefore, replacing the existing fleet with electric vehicles may be a more viable option to ensure compliance.

PROPOSED FUNDING ALLOCATION:

MCTC staff and the local transit agencies are recommending the following projects receive SB 125 funding as allocated in the attached table entitled *Madera County Region SB 125 Transit Program Proposed Projects and Funding Allocation*, with the understanding that the final project list and funding distribution are subject to approval by CalSTA.

NEXT STEPS:

Once the regional project list and funding amounts have been approved by the MCTC Policy Board, an Initial Allocation Package will be submitted to CalSTA for approval by the program deadline of December 31, 2023. If the package is incomplete or if any projects are found to be ineligible, then MCTC will be provided an opportunity to choose between either remedying the ineligible project (or replacing it with another) prior to having the entire package approved or advancing all projects that are eligible and addressing the ineligible project in a future Updated Allocation Package.

The first year of funding for TIRCP and the ZETCP is already available for distribution once the required materials are submitted and approved by CalSTA. The requested funding will be allocated by CalSTA to MCTC no later than April 30, 2024. Once the funds are allocated and distributed, MCTC, the local transit agencies, and SJJPA will continue to work together through final project delivery and reporting for the duration of the program in compliance with SB 125 Transit Program Guidelines found [here](#).

FISCAL IMPACT:

Subject to approval by CalSTA, \$188,112 of ZETCP funding will be added to the FY 2023-24 MCTC budget for program administration and to complete a long-range transit plan.

Madera County Region SB 125 Transit Program Proposed Projects and Funding Allocation

Item 5-5-D.

Agency	Project Description	FY 2023-24 (YEAR 1)		FY 2024-25 (YEAR 2)		FY 2025-26 (YEAR 3)		FY 2026-27 (YEAR 4)		Grand Total	
		TIRCP	ZETCP	TIRCP	ZETCP	TIRCP	ZETCP	TIRCP	ZETCP		
Madera County Transportation Commission	Program administration and development of the regional long-term financial plan		\$ 188,112							MCTC Total:	\$ 188,112
San Joaquin Joint Powers Authority	Madera Station Relocation	\$ 8,254,231		\$ 4,607,829						Rail Total:	\$ 12,862,060
Madera County	Purchase 200 kW DCFC Electric Bus Chargers for Satellite Bus Parking (2 chargers at 4 locations)			\$ 1,440,000						Madera County Total:	\$ 3,555,000
Madera County	Installation of Satellite Charging Stations (8 charging stations)					\$ 100,000					
Madera County	Purchase 18-20 Passenger Electric Buses (5 buses)							\$ 675,761	\$ 699,239		
Madera County	Purchase 62.5 kW DCFC Electric Bus Chargers for Almond Yard Bus Facility (8 buses)							\$ 640,000			
City of Chowchilla	Purchase 2 cutaways or small bus/van				\$ 595,200					City of Chowchilla Total:	\$ 1,706,075
City of Chowchilla	Purchase 2 Dual Dispenser Compatible Chargers				\$ 300,150						
City of Chowchilla	Engineering Design and Installation of Chargers			\$ 671,000							
City of Chowchilla	Mobile Payment/Contactless payment Solution to increase accessibility of services							\$ 139,725			
City of Madera	Purchase electric vehicles and required charging stations						\$ 500,000			City of Madera Total:	\$ 500,000
Total:		\$ 8,254,231	\$ 188,112	\$ 6,718,829	\$ 895,350	\$ 100,000	\$ 500,000	\$ 1,455,486	\$ 699,239	\$ 18,811,247	



Prepared in consultation with:

Madera County Transportation Commission
County of Madera
City of Chowchilla
City of Madera
San Joaquin Joint Powers Authority

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

In the matter of
**SENATE BILL (SB) 125 FORMULA BASED
TRANSIT AND INTERCITY RAIL CAPITAL
PROGRAM AND ZERO EMISSION TRANSIT
CAPITAL PROGRAM MADERA COUNTY
REGIONAL PROJECT LIST AND FUNDING
ALLOCATION**

Resolution No.: **23-13**

WHEREAS, Assembly Bill (AB) 102 (Chapter 38, Statutes of 2023) and Senate Bill (SB) 125 (Chapter 54, Statutes of 2023) amended the Budget Act of 2023 to appropriate \$4,000,000,000 of General Fund to the Transit and Intercity Rail Program (TIRCP) over the next two fiscal years as well as \$910,000,000 of Greenhouse Gas Reduction (GGRF) funding and \$190,000,000 of Public Transportation Account (PTA) funding over the next four fiscal years to establish the Zero-Emission Transit Capital Program (ZETCP) to fund transformative capital improvements intended to modernize California's intercity rail, transit, commuter and ferry systems; and

WHEREAS, according to a population-based formula and another formula based on transit operator revenues within the jurisdiction, the Madera County region is estimated to receive \$18, 811,248 of SB 125 Transit Program funds;

WHEREAS, as defined in Section 13987(j) of the Government Code, the Madera County Transportation Commission as the Madera County region's Regional Transportation Planning Agency is an eligible funding recipient and may receive and distribute SB 125 Transit Program funds to eligible public agencies for projects approved by the California State Transportation Agency in the Madera County region;

WHEREAS, the Madera County Transportation Commission will distribute SB 125 Transit Program funds to eligible public agencies under its regional jurisdiction; and

WHEREAS, the Madera County Transportation Commission coordinated with the member agencies and concurs with and approves the attached project list for the SB 125 Transit Program funds; and

NOW, THEREFORE, BE IT RESOLVED, that the Madera County Transportation Commission Policy Board hereby approves the SB 125 Transit Program Project List for the Madera County region to be submitted in the Initial Allocation Package to the California State Transportation Agency in the amount of \$18,811,247.

Madera County Transportation Commission	SB 125 Transit Program Administration and Development of Regional Long-Term Financial Plan	\$188,112
San Joaquin Joint Powers Authority	Madera Rail Station Relocation	\$12,862,060
County of Madera	Purchase of Electric Buses, Satellite Charging Stations, and Electric Bus Chargers	\$3,555,000
City of Chowchilla	Purchase of Electric Buses, Design, Purchase and Installation of Electric Chargers, Contactless Mobile Payment Solution	\$1,706,075
City of Madera	Purchase of Electric Vehicles and Charging Stations	\$500,000

NOW, THEREFORE, BE IT RESOLVED, by the Policy Board of the Madera County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth by the California State Transportation Agency in the SB 125 Transit Program Guidelines for all SB 125 Transit Program funded projects.

NOW, THEREFORE, BE IT RESOLVED, that the Executive Director is hereby authorized to submit an Initial Allocation Package to the California State Transportation Agency for approval and to execute any related applications, forms, and agreements as well as any future allocation packages as necessary.

BE IT FURTHER RESOLVED, that the Madera County Transportation Commission Policy Board authorizes the MCTC Executive Director to negotiate and confer with the California State Transportation Agency and to submit any updates, additional amendments, or revisions that may be required to be in compliance with the SB 125 Transit Program and to receive the program funds.

The foregoing resolution was adopted this 29th day of November 2023 by the following vote:

Commissioner Waseem Ahmed	_____
Commissioner Cecelia Gallegos	_____
Commissioner Leticia Gonzalez	_____
Commissioner Robert Poythress	_____
Commissioner Jose Rodriguez	_____
Commissioner David Rogers	_____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of November 29, 2023

AGENDA ITEM: 5-E

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Transportation Funding Programs Update

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

MCTC Staff will give a verbal presentation and provide an update of the transportation funding programs available to local agencies.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of November 29, 2023

AGENDA ITEM: 7-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – October 25, 2023

Enclosure: Yes

Action: Approve October 25, 2023, Meeting Minutes

SUMMARY:

Attached are the Executive Minutes for the October 25, 2023, Policy Board Meeting.

FISCAL IMPACT:

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

EXECUTIVE MINUTES

Date: October 25, 2023

Time: 3:00 pm

Place: Madera County Transportation Commission
In person and Zoom

Members Present: Commissioner Leticia Gonzalez
Commissioner David Rogers
Commissioner Robert Poythress

Appearing Remote: Commissioner Santos Garcia - alternate

Members Absent: Commissioner Waseem Ahmed
Commissioner Cecelia Gallegos
Commissioner Jose Rodriguez

Policy Advisory Committee: Above Members
David Padilla, Caltrans District 06, Associate Transportation
Planner

MCTC Staff: Patricia Taylor, Executive Director
Troy McNeil, Deputy Director/Fiscal Supervisor
Dylan Stone, Principal Regional Planner
Jeff Findley, Principal Regional Planner
Natalia Austin, Senior Regional Planner
Sandy Ebersole, Administrative Analyst
Samantha Saldivar, Accounting Technician



1. CALL TO ORDER by Vice Chair Gonzalez

Commissioner Garcia appearing remote for Just Cause.

2. PLEDGE OF ALLEGIANCE

3. PUBLIC COMMENT

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

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

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. TRANSPORTATION CONSENT ITEMS

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

4-A. Fiscal Year 2024-2025 Sustainable Transportation Planning Grant Call for Applications

Action: Information and Discussion Only

4-B. EPA Climate Pollution Reduction Grants (CPRG) Program Implementation Grants

Action: Information and Discussion Only

4-C. Electric Vehicle Charger Reliability and Accessibility Accelerator

Action: Information and Discussion Only

4-D. Upcoming Bipartisan Infrastructure Law (BIL) Funding Opportunities

Action: Information and Discussion Only

4-E. Applications for the Congestion Mitigation Air Quality Program (CMAQ) and the Carbon Reduction Program (CRP) Funding - Deadline November 3, 2023

Action: Information and Discussion Only



4-F. Letter of Support for Chowchilla State Route 99/233 Chowchilla Multimodal Interchange Improvement Project

Action: Information and Discussion Only

4-G. Caltrans System Investment Strategy (CSIS) 2.0 Request for Delay

Action: Information and Discussion Only

4-H. Social Services Transportation Advisory Council Member Appointments

Action: Approve Social Services Transportation Advisory Council applications for appointment:

- a. Bertha Vega to represent a Local Social Service Provider for Persons of Limited Means
- b. Franklina Boden to represent a Potential Transit User who is 60 years of age or older
- c. Lynda Schafhauser to represent a Potential Transit User who is 60 years of age or older

Transportation Consent Calendar Action on Items 4A-4H

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

Roll call for votes:

Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rogers	Yes
Commissioner Garcia – alt.	Yes

Vote passed 4-0

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

5-A. Madera County Transportation Commission Video – Welcome to Madera

Action: Information and Discussion Only

5-B. California Transportation Commission Meetings October 17-19, 2023 Report & Feedback

Action: Information and Discussion Only

5-C. 2023 State Budget and Legislative Update

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

Roll call for votes:

Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rogers	Yes
Commissioner Garcia – alt.	Yes

Vote passed 4-0

7. ADMINISTRATIVE CONSENT ITEMS

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

7-A. Executive Minutes – September 20, 2023

Action: Approve September 20, 2023, Meeting Minutes

Administrative Consent Action on Item 7-A

Upon motion by Commissioner Poythress, seconded by Commissioner Rogers, to approve the Administrative Consent Item 7A. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rogers	Yes
Commissioner Garcia – alt.	Yes

Vote passed 4-0

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

8-A. FY 2023-24 Overall Work Program & Budget (OWP) – Amendment No. 3

Action: Approve OWP & Budget – Amendment No. 3

Administrative Action/Discussion on Item 8A

Upon motion by Commissioner Poythress, seconded by Commissioner Rogers, to approve Administrative Action/Discussion Item 8A. A vote was called, and the motion carried.



Roll call for votes:

Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rogers	Yes
Commissioner Garcia – alt.	Yes

Vote passed 4-0

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.

NONE

10. AUTHORITY – ACTION/DISCUSSION ITEMS

10-A. Public Hearing: Measure “T” FY 2023-24 Annual Work Program

Action: Approve the 2023-24 Measure “T” Annual Work Program and the disbursement of interest earned through June 30, 2023

Administrative Action/Discussion on Item 10-A

Upon motion by Commissioner Rogers, seconded by Commissioner Poythress, to approve Item 10A. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Gonzalez	Yes
Commissioner Poythress	Yes
Commissioner Rogers	Yes
Commissioner Garcia – alt.	Yes

Vote passed 4-0

OTHER ITEMS

11. MISCELLANEOUS

11-A. Items from Staff

Patricia Taylor, Executive Director, provided the following comments:



- The November Policy Board Meeting date has been changed from November 22 to November 29.
- Director Taylor thanked staff and VRPA Technologies, Inc. for assistance with the recent California Transportation Commission meeting and events held in Madera.

11-B. Items from Caltrans

- David Padilla, Caltrans District 06, Associate Transportation Planner, provided a brief update on current grant programs and recent State Route 99 CMCP Managed Lane workshop.

11-C. Items from Commissioners

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

12. CLOSED SESSION

NONE

13. ADJOURNMENT

Meeting adjourned at 3:55 pm.

Next meeting scheduled for Wednesday, November 29, 2023

Respectfully Submitted,

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

Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of November 29, 2023

AGENDA ITEM: 7-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Transportation Development Act (LTF) Allocations – Resolution 21-13 Amendment No. 4, Resolution 22-09 Amendment No. 3, and Resolution 23-09 Amendment No. 2

Enclosure: Yes

Action: Approve Resolution 21-13 Amendment No. 4, Resolution 22-09 Amendment No. 3, and Resolution 23-09 Amendment No. 2

SUMMARY:

The City of Chowchilla has submitted a request to amend their Local Transportation Fund (LTF) allocations for FY 2021-22, 2022-23, and 2023-24. These amendments recognize the following:

- Revise FY 2021-22 allocations to move funds from CATX to Street and Road Projects
- Move Carryover funds from FY 2020-21 and 2021-22 to FY 2022-23 and 2023-24

The City of Chowchilla requests approval of these revisions.

FISCAL IMPACT:

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

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

In the matter of ALLOCATION OF FY 2021-22 LOCAL TRANSPORTATION FUND	Resolution No.: 21-13 Amendment No. 4
---	--

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

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

WHEREAS, \$110,000 has been apportioned for Administration, \$117,501 has been reserved for Pedestrian and Bicycle facilities, and

WHEREAS, the Local Agencies have agreed to a MCTC expenditure of \$176,252 for shared system planning costs, per Section 99233.2 of the Transportation Development Act; and

WHEREAS, there is the sum of \$5,581,316 to be allocated from LTF, 2021-22;

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

WHEREAS, the City of Chowchilla requests to revise its allocations, and

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

(A) City of Chowchilla

CATX		\$ 53,778.68
Pedestrian & Bicycle Projects		\$ 52,945
MCTC Planning Services	\$ 14,095	
Street & Road Projects	\$ 408,438.32	

(B) City of Madera

Madera Metro, Intermodal	\$ 783,856
Pedestrian & Bicycle Projects	\$ 124,758.77

MCTC Planning Services	\$ 73,595
Local Agency Planning	\$ 11,947
Street & Road Projects	\$5,899,500.45

C) County of Madera

Amtrak	\$ 25,000
MCC, Demand Response	\$ 112,060
Pedestrian & Bicycle Projects	\$ 857,613
MCTC Planning Services	\$ 88,562
Street & Road Projects	\$ 2,822,428.11

The foregoing resolution was adopted this 29th day of November 2023 by the following vote:

Commissioner Waseem Ahmed	_____
Commissioner Leticia Gonzalez	_____
Commissioner Cecelia Gallegos	_____
Commissioner David Rogers	_____
Commissioner Robert Poythress	_____
Commissioner Jose Rodriguez	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission

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

In the matter of ALLOCATION OF FY 2022-23 LOCAL TRANSPORTATION FUND	Resolution No.: 22-09 Amendment No. 3
---	--

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

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

WHEREAS, \$120,000 has been apportioned for Administration, \$120,733 has been reserved for Pedestrian and Bicycle facilities, and

WHEREAS, the Local Agencies have agreed to a MCTC expenditure of \$181,098 for shared system planning costs, per Section 99233.2 of the Transportation Development Act; and

WHEREAS, there is the sum of \$6,036,616 to be allocated from LTF, 2022-23;

WHEREAS, the Madera County Transportation Commission has made the finding in Resolution No. 22-07 that there are no substantial unmet transit needs that are reasonable to meet in FY 2022-23 within the jurisdictions of the County of Madera, the City of Madera, and the City of Chowchilla, and

WHEREAS, the City of Chowchilla has carryover funds from FY 2020-21 and FY 2021-22 and requests to revise its allocations, and

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

(A) City of Chowchilla

CATX		\$ 289,836.51
Pedestrian & Bicycle Projects		\$ 10,536
MCTC Planning Services	\$ 15,803	
Street and Road Projects	\$ 383,797	

(B) <u>City of Madera</u>		
Madera Metro, DAR, Intermodal, Transit Center		\$ 705,000
Pedestrian & Bicycle Projects		\$ 174,488.53
MCTC Planning Services	\$ 75,758	
Street & Road Projects	\$ 7,556,797.45	

C) <u>County of Madera</u>		
Amtrak		\$ 25,000
MCC & Demand Response		\$ 334,967
Pedestrian & Bicycle Projects		\$ 59,691
MCTC Planning Services	\$ 89,537	
Street & Road Projects	\$ 2,475,362	

The foregoing resolution was adopted this 29th day of November 2023 by the following vote:

Commissioner Waseem Ahmed	_____
Commissioner Leticia Gonzalez	_____
Commissioner Cecelia Gallegos	_____
Commissioner Jose Rodriguez	_____
Commissioner Robert Poythress	_____
Commissioner David Rogers	_____

 Chair, Madera County Transportation Commission

 Executive Director, Madera County Transportation Commission

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

In the matter of
**ALLOCATION OF FY 2023-24
LOCAL TRANSPORTATION FUND**

**Resolution No.: 23-09
Amendment No. 2**

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

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

WHEREAS, \$120,000 has been apportioned for Administration, \$150,529 has been reserved for Pedestrian and Bicycle facilities, and

WHEREAS, the Local Agencies have agreed to a MCTC expenditure of \$225,794 for shared system planning costs, per Section 99233.2 of the Transportation Development Act; and

WHEREAS, there is the sum of \$7,150,135 to be allocated from LTF, 2023-24;

WHEREAS, the Madera County Transportation Commission has made the finding in Resolution No. 23-05 that there are no substantial unmet transit needs that are reasonable to meet in FY 2023-24 within the jurisdictions of the County of Madera, the City of Madera, and the City of Chowchilla, and

WHEREAS, the City of Chowchilla has carryover funds from FY 2020-21 and 2021-22 and requests to revise its allocations, and

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

(A) City of Chowchilla

CATX	\$ 337,875
Pedestrian & Bicycle Projects	\$ 59,811
MCTC Planning Services	\$ 19,406
Street & Road Projects	\$ 276,642

(B) City of Madera

Madera Metro, DAR, Intermodal, Fixed Route Ops	\$ 742,907
Pedestrian & Bicycle Projects	\$ 62,383

MCTC Planning Services	\$ 93,574
Street & Road Projects	\$ 2,220,265

C) <u>County of Madera</u>		
Pedestrian & Bicycle Projects		\$ 75,209
MCTC Planning Services	\$ 112,814	
Unallocated	\$ 3,572,446	

The foregoing resolution was adopted this 29th day of November 2023 by the following vote:

Commissioner Waseem Ahmed	_____
Commissioner Leticia Gonzalez	_____
Commissioner Cecelia Gallegos	_____
Commissioner Robert Poythress	_____
Commissioner Jose Rodriguez	_____
Commissioner David Rogers	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of November 29, 2023

AGENDA ITEM: 7-C

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

MCTC Employee Manual – November 2023 Update

Enclosure: Yes

Action: Approve MCTC Employee Manual Update

SUMMARY:

The Employee Manual has been updated to address recently passed legislation as well as some minor edits to address grammatical errors and other minor updates. The main changes include:

- Language for Reproductive Loss Events
- Language for Holiday Pay for Part Time Employees
- Language to address new Bereavement Leave Laws

Staff will continue to monitor changes in labor laws and will update the Employee Manual as needed.

FISCAL IMPACT:

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



Employee Manual

November 29, 2023

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1000 INTRODUCTION TO EMPLOYEE MANUAL

1001 PURPOSE

The purpose of this Employee Manual is to introduce employees to the Madera County Transportation Commission and explain the benefits, opportunities, and responsibilities of employees while employed at the Commission. This Manual contains important information about job, safety, rules, benefits, and responsibilities. The continued success of the Commission is dependent upon community trust, and we are dedicated to preserving that trust. Employees owe a duty to the agency, its residents, and to the Commission to act in a way that will merit the continued trust and confidence of the public.

1002 ABOUT THIS MANUAL

The Commission may modify, revise, amend or delete policies and rules set forth in this manual, in which case the employee will be notified and required to review and signify understanding of the changes.

Unless otherwise indicated, all employees of the Commission are "at-will" and serve at the discretion of the Executive Director. The Commission retains the right to reassign job tasks or duties at any time to meet the operational needs of the agency.

Employees are required to read and sign that they have read and understood this manual and are encouraged to keep it handy for future reference.

THIS EMPLOYEE MANUAL SUPERSEDES ALL PREVIOUS EMPLOYEE MANUALS, HANDBOOKS AND MANAGEMENT MEMOS WHICH MAY HAVE BEEN ISSUED ON THE SUBJECTS COVERED HEREIN.

1003 ADDITIONAL INFORMATION

For additional information refer to the Exhibits at the back of this booklet or contact **the Executive Director**.

1004 MADERA COUNTY TRANSPORTATION COMMISSION

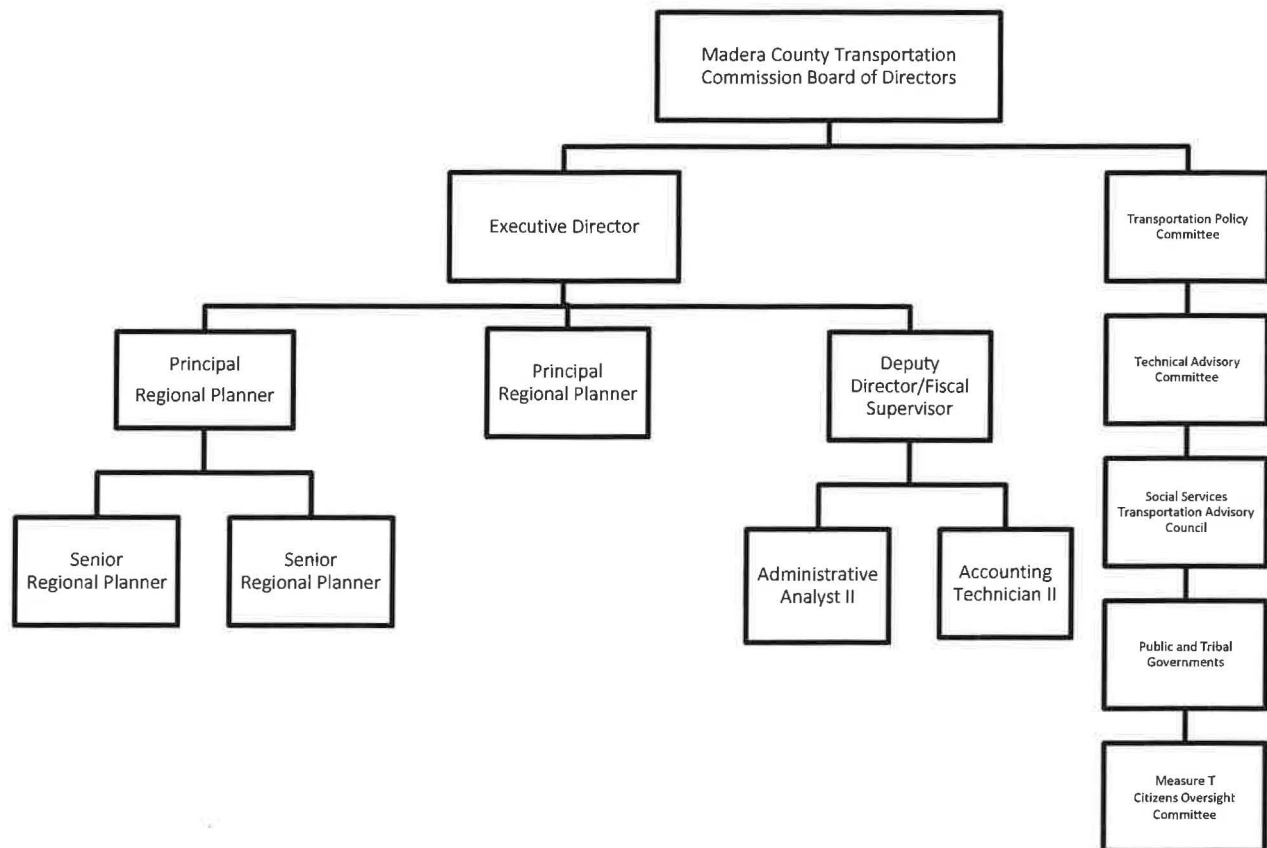
The Madera County Transportation Commission, which shall be referred to as "Commission," or "agency" throughout this manual, is a local transportation commission formed by Madera County on June 13, 1972. The Commission's primary responsibility is to prepare all state and federally required transportation plans and programs that ensure transportation funding for highways, local streets and roads, transit, bikeways, and other transportation facilities in Madera County. The Commission serves as the primary transportation facilitator in Madera County and is funded by federal and state planning grants and local matching funds. In all these activities, the Commission works to develop a consensus among its members concerning multi-jurisdictional transportation issues.

1005 FORMATION AND STRUCTURE

On July 20, 1972, the Commission was designated the Local Transportation Planning Agency by the Secretary of the Business and Transportation Agency of the State of California and in 2003 was designated the Metropolitan Planning Organization for Madera County. A Board of Directors and an Executive Director govern the Commission. The Commission Board of Directors is comprised of three (3) members of the Madera County Board of Supervisors; two (2) members from the Madera City Council; and one (1) member from the Chowchilla City Council.

The Commission is organized into a board of Directors supported by the Transportation Policy Committee and the Technical Advisory Committee. There is currently one standing committee -- the Social Service Transportation Advisory Council which reports through the Technical Advisory Committee. The relationship between the Board, its staff, and the committees is illustrated in the organizational chart below.

The Board of Directors hires and removes the Executive Director. The Executive Director is an at-will employee under contract. The Executive Director is responsible for hiring, promotion, evaluation, and removal of all other employees. The Executive Director is supported by the following staff: Deputy Director/Fiscal Supervisor, Principal Regional Planners (2), Senior Regional Planners (2), ~~Associate Regional Planner~~, Administrative Analyst II, and an ~~Office Accounting Technician II Assistant~~. Staffing needs may change according to the goals of the agency at which time staffing may be changed. Employees will receive advance notice of any staff changes whenever possible.



The Madera County Transportation Commission office is located at 2001 Howard Road, Suite 201, Madera, 93637 and is open from 8 a.m. to 5 p.m. Monday through Friday. The Commission telephone number is (559) 675-0721. Website: www.maderactc.org. Write to us at mctc@maderactc.org.

2000 EQUAL EMPLOYMENT POLICY

2001 EQUAL OPPORTUNITY

The Commission is an Equal Opportunity employer. It is the policy of the Commission to select the best qualified person for each position in the organization on the basis of merit. The Commission prohibits unlawful discrimination against an applicant or employee based on race, creed, color, religion, sex, sexual orientation or status, marital status, gender identity (including gender expression or perception), national origin, ancestry, age, physical or mental disability or military/veteran status. The Commission prohibits discrimination based upon medical conditions including genetic characteristics, or any other consideration made unlawful by federal, state, or local laws.

The Commission further prohibits unlawful discrimination based upon the perception that anyone has any of the characteristics described above or is associated with a person who has or is perceived as having any of those characteristics. This policy applies to all employment practices and personnel actions. It is the policy of the Commission to seek out, hire, develop, and promote qualified members of protected groups (defined above) to reflect the citizens of the communities it serves.

2001.01 Equal Employment Opportunity For Qualified Individuals With Disabilities

To comply with applicable laws ensuring equal employment opportunities to qualified individuals with disabilities, the Commission will make reasonable accommodations for the known physical or mental limitations of an otherwise qualified individual with a disability who is an applicant or employee unless undue hardship would result.

2001.02 Procedure

An applicant or employee requiring an accommodation in order to perform the essential functions of the job or testing should contact the Executive Director to request an accommodation. The individual is encouraged to specify the limitations, and the accommodation needed to perform the job or testing. The Commission will comply with all state and federal laws to identify barriers that may interfere with the equal employment of an applicant or employee to perform the essential functions of the job.

2001.03 Reasonable Documentation Of Disability

The Executive Director may require an employee to provide documentation of the existence of a disability, and may require an employee to undergo a fitness for duty examination at the agency's expense to determine whether the employee can perform the essential functions of the job with or without reasonable accommodation.

2001.04 Interactive Process Discussion

After receipt of documentation or information of a disability and/or a fitness for duty report, the Executive Director will arrange for a discussion, in person or via telephone call, with the

applicant or employee, and any representative. The purpose of the discussion is to work in good faith to fully consider all feasible potential reasonable accommodations. The parties will identify possible accommodations and participate in the interactive process, to ~~eliminate or minimize~~ address the limitation(s). If the accommodation is determined to be reasonable and will not impose an undue hardship, the Commission will make the requested accommodation.

2001.05 Case-By-Case Determination

The Commission will determine in its sole discretion, whether reasonable accommodations can be made and the type of accommodation to provide. The Commission will not provide accommodations that would pose an undue hardship upon Commission finances or operations, that would endanger the health and safety of the employee or others, or that would be unduly disruptive to other employees' ability to work, or other factors. The Executive Director will inform the employee of the decision as to reasonable accommodations in writing.

2002 POLICY AGAINST HARASSMENT, DISCRIMINATION and RETALIATION

2002.01 Purpose

The Commission is committed to providing a work environment free of unlawful harassment, discrimination, or retaliation. The Commission prohibits any form of harassment, discrimination, or retaliation based upon the characteristics set forth above in Section 2001. Harassment, discrimination, or retaliation based upon the above listed classifications is defined as action which interferes with work performance; creates an intimidating, hostile, or offensive work environment; or influences or tends to affect the career, salary, working conditions, responsibilities, duties, or other aspects of career development of an employee or prospective employee; or creates an explicit or implicit term or condition of an individual's employment.

2002.02 Application

The Commission's anti-harassment policy applies to all persons involved in the operation of the Commission and prohibits unlawful harassment, discrimination, or retaliation by any employee of the agency, including supervisors and managers, as well as Board Members, customers, vendors, independent contractors and/or member agencies. The protection from harassment or discrimination includes protection from retaliation for having taken action either as a complainant, or for assisting a complainant in taking action, or for acting as a witness or advocate on behalf of an employee in a legal or other proceeding to obtain a remedy for a breach of this policy.

2002.03 Prohibited Discrimination

Prohibited discrimination is any action or conduct by which an employee is treated differently or less favorably than other employees similarly situated for the sole reason that

he or she is a member of a legally protected category, such as race, religion, creed, color, national origin, ancestry, physical or mental disability, medical condition, pregnancy, childbirth or related medical conditions, military or veteran status, sexual orientation, marital status, sex, gender identity (including gender expression or perception), genetic condition, or age.

2002.04 Prohibited Harassment

Prohibited Harassment is any unwelcomed verbal, visual, or physical conduct that creates an intimidating, offensive, or hostile work environment or that interferes with work performance. Conduct which constitutes harassment may occur when submission to the conduct is made either an explicit or implicit condition of employment; submission to or rejection of the conduct is used as the basis for an employment decision; or the harassment unreasonably interferes with an employee's work performance or creates an intimidating, hostile, or offensive work environment. Sexual harassment can occur between members of the same or opposite sex. Harassment on the job is prohibited whether it involves a co-worker, supervisor, or persons doing business with the Commission.

2002.05 Examples of prohibited unlawful harassment include, but are not limited to, the following behavior:

Verbal conduct such as epithets, derogatory jokes or comments, slurs or unwanted sexual advances invitations or comments;

Visual displays such as derogatory and/or sexually oriented posters, photography, cartoons, drawings or gestures;

Physical conduct including assault, unwanted sexual advances or touching, intentionally blocking normal movement or interfering with work because of sex, race or any other protected basis;

Threats and demands to submit to sexual requests as a condition of continued employment, or to avoid some other loss and offers of employment benefits in return for sexual favors; and

Retaliation for reporting or threatening to report harassment.

2002.06 Prohibited Retaliation

Retaliation against an employee because of an employee's opposition to a practice the employee reasonably believes could constitute employment discrimination, or harassment, or because of an employee's participation in an employment discrimination or harassment investigation, proceeding or hearing, is prohibited.

Examples of opposition include threatening to file a discrimination complaint, complaining about harassment or discrimination, or complaining or protesting about an employment

practice or on behalf of another employee. The employee is protected by this section only if the employee communicates a reasonably good faith belief that the practice opposed constitutes unlawful employment discrimination. Opposition in a manner that constitutes an unlawful activity, fraud, or engaging in badgering or threatening of employees or supervisors is not protected.

2002.07 Procedure For Reporting

Employees are encouraged to report any incidents of suspected harassment forbidden by this policy immediately so that complaints can be quickly and fairly resolved. Any employee who believes they have been unlawfully discriminated against, harassed, or retaliated against should bring their complaint to the Executive Director or designee as soon as possible after the incident. The employee will be asked to provide details of the incident or incidents, names of individuals involved and the names of any witnesses. Complaints in writing are encouraged but not required. The Executive Director or designee may take a verbal complaint. Anonymous complaints may be acted upon ~~in~~^{at} the discretion of the Executive Director. Supervisors or managers will refer all harassment complaints to the human resources representative, investigative officer, Executive Director or, if all other options are unavailable, to the Chairperson of the Commission. The Executive Director will undertake or cause a timely, effective, and thorough investigation of the discriminatory or retaliatory action, or harassment allegations. Employees involved in an investigation may be placed on paid administrative leave pending the investigation if, in the opinion of the Executive Director, the leave will assist in the investigative process or for the good of the organization. The Executive Director may hire an outside investigator to conduct the investigation or conduct the investigation within the organization.

Failure to use the Commission's reporting procedure may have an adverse effect on any claim under this policy. Unless otherwise required by law, employees are not entitled to copies of any notes or other written materials regarding the investigation, as these are considered confidential documents. Deliberately filing a false accusation may result in termination.

2002.08 Determination/Outcome

If the Executive Director determines that unlawful harassment has occurred, effective remedial action will be taken in a timely manner. An employee found responsible for unlawful harassment, discrimination or retaliation is subject to disciplinary action up to and including termination. The Executive Director or designee will advise the parties concerned that: 1) the investigation has been concluded; 2) the allegations are founded or unfounded; and 3) appropriate action has been taken. If an accused has been found responsible for harassment, the appropriate discipline will be communicated in writing according to this policy.

2002.09 Additional Reporting

Employees may also file a complaint with the Federal Equal Employment Opportunity Commission (EEOC) Fresno District Office, located at the Robert E. Coyle Federal Courthouse, 2500 Tulare Street, Suite 2601, Fresno, CA 93721, Telephone: 1-800-669-4000, and/or the California Department of Fair Employment and Housing (FEHA), Fresno, 1277 E. Alluvial Avenue, Suite 101 Fresno, CA 93720. Those agencies are charged with investigation and prosecution of complaints of discrimination in the workplace. Employees who believe they have been harassed or retaliated against for resisting or complaining may file a complaint with the appropriate agency.

2002.10 Malicious Complaint

While the Commission vigorously defends its employees' right to work in an environment free of harassment and unlawful discrimination, it also recognizes that false accusations of harassment and discrimination can have serious consequences. Accordingly, any employee who is found, through the investigation process, to have knowingly falsely accused another person of harassment or unlawful discrimination will be subject to appropriate disciplinary action, up to and including termination.

2003 DRUG & ALCOHOL FREE-WORKPLACE POLICY

The Madera County Transportation Commission is a recipient of federal funding. As such, the Commission is required to comply with federal regulations regarding maintenance of a "drug free workplace." In order to promote a safe, productive and efficient workplace, the Commission strictly prohibits the unlawful manufacture, distribution, dispensation, possession or use of alcohol, controlled substances, or illegal drugs, and the unlawful abuse of any legal drug, at or on the Commission premises, or during use or operation of Commission vehicles or property. Abuse of any legal drug means the use of any legal drug (i) for any purpose other than the purpose for which it was prescribed or manufactured; or (ii) in a quantity, frequency, or manner that is contrary to the instructions or recommendations of the prescribing physician or manufacturer. Additionally, consistent with federal law and the provisions of the California Adult Use of Marijuana Act, Proposition 64, the Commission does not permit the use, consumption, possession, transfer, display, sale, or growth of marijuana/cannabis at or on the Commission premises, or during use or operation of Commission vehicles or property. This is true even if the use of marijuana/cannabis is for medical purposes authorized and permitted under the California Compassionate Use Act, Proposition 215. Employees are also prohibited from having any measurable amount of marijuana/cannabis (including THC and metabolites) in their system while on duty.

Employees who are convicted of a criminal drug violation must notify the Executive Director within five calendar days if the conviction is for a criminal drug violation in the workplace. The Commission is required by federal regulations to notify the contracting or granting agency within 10 days after receiving notice that a covered employee has been convicted of a criminal drug violation in the workplace. Violation of this policy may result in termination. By acknowledging receipt of this Employee Manual, the employee acknowledges these rules.

Employees are prohibited from working or being on call if under the influence of, or impaired by, alcohol, illegal drugs, or controlled substances. An employee taking medications which may interfere with the employee's ability to work must notify a supervisor before beginning work. If a question regarding the employee's ability to perform arises, the Executive Director may require medical clearance.

Whenever the Commission has a reasonable suspicion that an employee's work performance or on-the-job behavior may have been affected by alcohol or drugs, the Commission may require the employee be tested, and may search the employee's locker, desk, or other Commission property under the control of the employee. If the employee is observed attempting to conceal drugs or alcohol, the Commission may also search the employee, their purse, or their personal vehicle.

The Commission may assist employees who have substance abuse, mental or emotional problems which interfere with performance or attendance through the health insurance program offered through full time employment.

The Commission may impose a penalty, up to and including termination, for violation of these rules. The Commission may, but is not required to, require satisfactory completion in a drug abuse assistance or rehabilitation program by any employee who is convicted of a reportable workplace drug conviction. Contact the Executive Director for further information.

2004 NO SMOKING POLICY

The Commission does not permit the smoking of tobacco products, or vaping, by employees and non-employees in an enclosed space at any place of employment defined by California Labor Code Section 6404.5 [b], [d]. Smoking is prohibited in any building or facility operated or maintained by the Commission. Smoking is allowed when it is at least 20 feet from any public building entrance, exit, operable window or ventilation system intake. Smoking is only allowed during rest and lunch periods or after working hours.

2005 RECRUITMENT & SELECTION

The Commission is committed to compliance with all applicable laws providing equal employment opportunities. The Commission seeks applicants based on demonstrated ability, experience, and training. As positions become available within the Commission prior to outside recruitment, the Executive Director shall determine the availability of qualified candidates within the Commission. Recruitment may be conducted through schools, employment agencies, advertising or any other means deemed appropriate.

2005.01 Employee Selection Process

Selection of candidates for all positions will follow the Commission's Equal Opportunity policies. The Executive Director or designee is responsible for preparing the position announcement, authorizing the placement of advertisements, and responding to inquiries from employment agencies.

2005.02 Job related duties and qualifications, as listed on the position announcement, will provide the basis for initial screening of applications. All applications and resumes received for the announced position will be forwarded to the Executive Director or designee. Initial screening for the minimum qualifications will be conducted by the Executive Director or designee and a list of individuals to be interviewed for the position will be prepared. The Executive Director or designated supervisory personnel will conduct interviews. Job related questions designed to assess the candidate's experience, knowledge, skills, abilities, and training will be asked. A list of candidates will be created. The candidates will be ranked from highest to lowest scores. The Executive Director may select a candidate from the list, or may determine that additional recruitment is necessary.

2005.03 Positions which require skills for which a known level of competence is required; for example, typing, mathematics, and writing, may be tested, to demonstrate these skills by completing an exercise involving a job related work sample. The testing will be reasonably related to the job and designed to measure the knowledge skills and abilities required for the particular job. Testing will be validated and administered equally to all applicants.

2005.04 The Executive Director or designee will be responsible for verification of employment information and references provided by the applicant as required for candidate selection. Applicants will be advised that references will be verified and that such information will be used as part of the selection process. Applicants shall give written consent for reference verifications.

2005.05 Candidates offered employment must verify eligibility for employment in California within three business days of accepting employment. If verification is not received within the time allowed, the Executive Director may select from the remaining top three candidates on the list. The remaining candidates will not be notified that the position has been filled until the new employee has complied with this requirement. New employees must execute complete the I-9 form and other required documents. Each document examined will be photocopied and the copy maintained in the employee's personnel file folder.

2005.06 A list of candidates for a position shall be maintained for three months from the date of certification of the list by the Executive Director as the final candidate list. After three months, the list shall lapse and the recruitment process may be initiated, if deemed necessary by the Executive Director. The recruitment flyer shall state that the list of eligible candidates will be maintained for up to three months after the close of the recruitment, after which time it will lapse.

2006 NEW HIRE

2006.01 The Executive Director shall make all appointments to positions at the Commission. The appointment shall be in writing, specifying date of hire, position, rate of pay, and at-will status. The Executive Director is authorized to make appointments to any step on the adopted salary range for a position. New employee orientation will be completed within the first thirty (30) days of employment. The Board is to be kept informed as to all

appointments to positions. Documentation required for new hires shall be the responsibility of the Executive Director or designee.

2006.02 New Employee Orientation

All new employees will be provided with an orientation briefing which will be held within their first month of employment with the Commission. Employee Orientation will cover the Commission rules, regulations, policies, benefits, hours, expectations, and directives. Employees are required to review and acknowledge that they have received, read, and understand this Employee Manual. The employee orientation goals are as follows:

1. To establish good employee/employer communication;
2. To reduce the anxieties of a new environment and new responsibilities;
3. To build teamwork spirit;
4. To inform the employee of the Commission's achievements; and
5. To provide the employee with information about the Commission's benefit package and to explain the participation eligibility dates for the various plans available.

2007 REHIRE

Applications received from former employees will be processed using the same procedures and standards that govern all new applicants. The Executive Director may review and consider the former employee's performance records and the circumstances surrounding separation from previous employment with the Commission. This information will be provided to the staff responsible for screening and interviewing applicants.

2008 EMPLOYMENT CLASSIFICATIONS

2008.01 Employment At-Will

Unless otherwise indicated, all Commission employees serve "at will" and may be released at the discretion of the Executive Director. At-will employees do not have a probationary period because they do not gain permanency, but they will be evaluated at regular intervals. At-will employees may be terminated at any time without cause and have no right to appeal employment decisions.

2008.02 Classifications

The following classifications of Commission employees are:

- 1. Regular Full-time:** An employee who works a normal (40 hour) week or a normal (80 hour) biweekly work period on a regularly scheduled basis.
- 2. Regular Part-time:** An employee who works less than a normal work week or biweekly work period, on either a regularly scheduled basis or on an irregular basis. Employees

working in excess of 60 hours per bi-weekly period on a regularly scheduled basis shall be entitled to ~~same~~the same benefits as full-time employees.

- 3. Temporary:** An employee hired for a period not exceeding twelve months and who is not entitled to regular benefits. An extension of a temporary work classification for an additional six-month period, or less, may be granted, if, upon review by the Executive Director, the assignment is clearly found to be necessary. A temporary employee may be full-time or part-time. In addition to the use of this classification for secretarial or clerical positions, it applies to students working part-time and those who work during the summer.

2008.03 All employees are classified as exempt or nonexempt according to the following definitions:

Exempt - Positions of a managerial, administrative, or professional nature, as prescribed by federal and state labor statutes, which are exempt from mandatory overtime payments. The positions in this category are: The Executive Director, Deputy Director/Fiscal Supervisor, Principal Regional Planner, Senior Regional Planner, and Associate Regional Planner.

Nonexempt - Positions of a clerical, technical, or service nature, as defined by statute, which are covered by provisions for overtime payments. The positions in this category are Administrative Analyst and ~~Office Assistant~~Accounting Technician.

2009 ANNIVERSARY DATE AND REINSTATEMENT

2009.01 An employee's anniversary date is defined as their first day on the job of regular full-time employment with the Commission, excluding any periods of unpaid leave. Performance reviews may be completed annually on or before the employee's anniversary date. Although a salary adjustment never automatically follows a performance review, if a review cannot be completed prior to the employee's anniversary date and a salary adjustment is in order, it may be made retroactive to the anniversary date.

2009.02 Reinstatement

An employee separated from service in good standing may be reinstated within up to one year after separation at the discretion of the Executive Director. Employees who are reinstated will maintain their original anniversary date.

2010 RELATIVES

2010.01 Relatives of persons currently employed by the agency may be hired only if such employment will not result in any of the following:

- A direct or indirect supervisory relationship;
- The two employees handling financial transactions together;

- The two employees having regular job duties which require performance of shared duties or the same or related work assignment;
- The two employees having the same immediate supervisor; or
- An actual or perceived conflict of interest or having an adverse impact on supervision, safety, security, morale, or efficiency of the workplace that cannot be adequately mitigated.

2010.02 For the purpose of this policy, a relative is defined to include any immediately family member or spouse, registered domestic partner, child, step-child, parent, grandparent, grandchild, brother, sister, half-brother, half-sister, aunt, uncle, niece, nephew, or in-laws of those enumerated by blood, marriage or domestic partnership, or other legal action, or whose relationship with the employee is similar to that of persons who are related by blood or marriage.

2010.03 If two employees are employed in violation of this policy, the Executive Director has the discretion to make changes to staffing to meet the needs of the Commission, including a staffing change or salary reduction. If continuing ~~the continuing~~ employment of both employees cannot be accommodated in a manner the Executive Director finds consistent with the Commission's goals and objectives, the Executive Director retains the sole discretion to separate one employee from employment. Such separation is not considered disciplinary and is not subject to any appeal. This policy applies to all employees without regard to gender, sexual orientation, or other protected class.

2011 RETURN TO WORK AFTER SERIOUS INJURY OR ILLNESS

2011.01 The Executive Director shall ensure that employees who return to work after a serious injury or illness are physically capable of performing their duties or assignments without risk of re-injury or relapse. Employees who have been absent from work because of serious illness or injury are required to obtain a doctor's release specifically stating that the employee is capable of performing their normal duties or assignments with or without accommodation. A serious injury or illness is defined as one that results in the employee being absent from work for more than two consecutive weeks or one which may limit the employee's future performance of regular duties or assignments.

2011.02 Upon return to work, the employee is expected to return to full duty. If the employee returns with modified duty or limitations as ordered by a physician, the Executive Director will make reasonable efforts to assign the returning employee to assignments consistent with the instructions of the employee's doctor until the employee is fully recovered. A doctor's written release is required before recovery can be assumed. Employees requiring ~~accommodations~~ accommodation(s) for a permanent condition must notify the Executive Director for an interactive meeting and determination according to this policy at Section 2001.

2012 PERFORMANCE

2012.01 Performance Evaluations

Periodic performance evaluations may be given to employees at regular intervals, at least annually, with the annual date extended by any unpaid leaves. Employees will be asked to participate in the evaluation process. Performance reviews may be held more often as warranted by the job situation and the employee's performance.

The performance review will be completed in writing following completion of an interview between the employee and their supervisor. The employee is encouraged to share in the review process by adding written comments to the evaluation form and is encouraged to do the following:

1. Inquire about his or her performance from time to time.
2. Accept additional responsibilities and show initiative.
3. Review opportunities for advancement within the department or job classification.
4. Ask for assistance in developing a goal-oriented path for advancement within the Commission.
5. Learn about training available to assist the employee in skills improvement, promotion, or lateral transfer.

The supervisor will determine if a merit step increase is warranted at the conclusion of the performance review process. Step increases may be awarded for dedication in the employee's work, extra effort, and better than average performance. Step increases are not automatic or based on a pre-set interval. Step increase recommendations must be approved by the Executive Director. All approved step increases will be made retroactive to the first workday of the work period of the performance review.

2012.02 Performance Improvement

To protect its investment in human resources and training, and in addition to periodic feedback, employees may be coached, orally counseled, or given written counseling instructions to improve performance. If the Executive Director and supervisor determine additional measures are appropriate, disciplinary action may be invoked, below. Disciplinary options are not exclusive and are listed as optional measures which may be taken at the sole discretion of the Executive Director. Progressive discipline is not required.

2012.03 Disciplinary Action

If the Executive Director, with or without input from a supervisor, determines that an employee's performance or behavior warrants it, disciplinary action may be taken. The examples set forth in section 2012.05 are a guide for disciplinary action to be taken by the Executive Director. The determination of discipline, or the level of discipline, is within the sole discretion of the Executive Director. At-will employees do not have an expectation of continued employment and are not subject to any due process prior to the implementation of disciplinary action.

1. **Letter of Reprimand:** A Letter of Reprimand may state the conduct, performance or behavior and an order to immediately address the problem. A copy of a Letter of Reprimand will be placed in the employee's file. A Letter of Reprimand is final. The employee may comment, and the comments will be attached to the [Letter of Reprimand](#).
2. **Demotion, Reassignment, Last Chance Agreement:** If termination is not appropriate, a demotion may be made by a reassignment and/or reduction in pay or grade and may be accompanied by a Last Chance Agreement. This is an informal agreement which will summarize the issue or problem, give the employee a chance to change or improve the behavior or performance, reassign the employee or order a reduction in pay, grade or demotion, and state that the employee may be terminated if the problem is not corrected. A Last Chance Agreement will recite that the employee will resign if performance is not improved within a prescribed period of time. The Executive Director's decision shall be final.
3. **Termination:** A supervisor may make a recommendation for termination. The Executive Director will consider the recommendation and allow the employee an opportunity to respond orally or in writing. The Executive Director's decision shall be final.

2012.04 Suspected Misconduct

The Commission maintains a strict policy against suspected financial misconduct to avoid fraud and abuse of Commission resources. See Policy on Suspected Misconduct in the Accounting & Financial Policies and Procedures Manual, incorporated herein by reference and on file at the Commission offices.

2012.05 Cause For Discipline-Guide

The following non-exclusive list of offenses may result in discipline up to and including termination. Discipline is within the sole discretion of the Executive Director.

1. Tardiness; excessive absenteeism, failure to observe assigned work hours, rest and meal periods, absence without authorized leave, which includes failure to notify the supervisor of intended absence either before or within one hour after the start of the workday.
2. Violation of any Commission rule or policy, including confidentiality, conflict of interest, financial or accounting policies, use or misuse of computers, phones, or other communications equipment.
3. Abuse of sick or disability leave in a manner not authorized.
4. Falsifying any Commission record, making false statements, omission or misrepresentation of a material fact; dishonesty, providing wrong or misleading information or other fraud in securing appointment promotion or maintaining employment.
5. Unsatisfactory job performance.

6. Inefficiency.
7. Malfeasance or misconduct, which includes mishandling of public funds, conviction of a crime or damaging property, equipment, vehicles, or supplies through negligence or misconduct.
8. Insubordination.
9. Theft, defacing, misuse or unauthorized use of commission property including tools, equipment, electronics, communications systems (computers and iPads), vehicles or intellectual property.
10. Discourteous treatment of the public or other employees; or any conduct that impairs or disrupts or causes discredit to the Commission.
11. Failure to cooperate with the employee's supervisor or fellow employees.
12. Unapproved outside employment; or performing unauthorized personal work on Commission time.
13. Failure to comply with state and federal safety standards.
14. Working overtime without prior authorization or refusing to work assigned overtime.
15. Carrying firearms or other dangerous weapons on commission premises.
16. Interfering with another employee's job performance.
17. Being under the influence of alcohol or a controlled substance or marijuana or any substance which interferes with the employee's ability to function on the job safely and efficiently, with or without a medical excuse.

2012. 06 Separation From Service

Separation from service or termination with or without cause is within the Executive Director's discretion. Absent a written agreement, no promises or guarantees of permanent or specific term employment will be made to an employee of the Commission. Employees separated from service are entitled to receive all earned pay including vacation and other leave pay and accrued sick leave per schedule in this policy manual.

Separation is through one of the following actions:

1. **Resignation** - Voluntary termination by the employee. An employee desiring to terminate employment, regardless of employee classification, is asked, but not required, to give 30 days' notice to the Executive Director in writing. A resignation will be considered accepted on the day it is submitted at the close of business and will be accepted in writing by the Executive Director or designee.
2. **Dismissal** - Involuntary termination by the Executive Director for any reason at any time. An employee may be dismissed at any time, for any reason, at the sole and absolute discretion of the Executive Director. This includes separation for failure to reasonably accommodate an employee with a disability.
3. **Layoff** – Separation from service due to reduction of the work force or elimination of a position. When a reduction in force is necessary, or one or more positions are eliminated, the Executive Director will identify the employees to be laid off. The Executive Director will notify affected regular full-time employees in writing with as

much advance notice as possible but not less than 30 days. Laid off employees shall be notified for possible reinstatement in the event that a position is reactivated or re-funded for one year after layoff. Failure to maintain current contact information with the Commission will result in removal from the list. It is the laid off employee's responsibility to maintain contact and continued interest in reinstatement.

4. **Retirement** – Any eligible employee who intends to retire is asked to notify the Executive Director in writing at least one month prior to the effective date of retirement.

2012.07 Separation Processing

Processing an employee for separation from service will be coordinated through the direction of the Executive Director or designee. Any outstanding advances charged to the terminating employee will be deducted from the final paycheck by the payroll department, as mutually agreed upon between the Commission and employee. On the final day of employment, the Executive Director must receive all keys, ID cards, and Commission property from the employee. The Executive Director or supervisor may conduct an exit interview with the employee. The employee will be paid on the final day of employment or as authorized by state law. The final check shall include all earned pay and any expenses due to the employee. Employees will be notified of COBRA or health insurance options which may be continued at the employee's expense.

2013 BUSINESS CONDUCT AND CONFLICTS OF INTEREST

2013.01 Conduct And Ethics

The successful organization operation and reputation of the Commission is built upon the principles of fair dealing and ethical conduct of our employees. The Commission's reputation for integrity and excellence requires careful observance of the spirit and letter of all applicable laws and regulations, as well as a scrupulous regard for the highest standards of conduct and personal integrity. These standards of ethical conduct are required of employees, officers, board members, consultants, and independent contractors in their performance and Commission responsibilities. Unethical actions, or the appearance of unethical actions, are unacceptable under any conditions.

An obligation exists to exercise honesty, objectivity, and diligence in the performance of duties and responsibilities of the Commission.

For the complete policy on Business Conduct and Ethical Behavior, see the **Accounting & Financial Policies and Procedures Manual** on file in the Commission offices and incorporated herein by reference.

2013.02 Conflicts Of Interest

All employees have an obligation to avoid conflicts of interest, or the appearance of conflicts, between their personal interests and those of the Commission in dealing with outside entities or individuals.

No employee shall maintain an outside business or financial interest, or engage in any outside business or financial activity, which conflicts with the interests of the Commission, or which interferes with his or her ability to fully perform job responsibilities. For example, and not by limitation, if an employee's job responsibilities include purchasing, or the employee is in a position to influence such purchases, the employee should have no proprietary or financial interest in any business that furnishes products, materials, or services to the Commission or in any related transaction. Nor may an employee benefit directly or indirectly from a third party who furnishes products, materials, or services to the Commission. This policy extends to spouses and family relatives of the employee.

2014 POLICY AGAINST WORKPLACE VIOLENCE

The Commission does not tolerate any act or behavior which can be perceived as threatening, hostile, and/or violent. No official or employee shall make any threat, either physical or verbal, against a co-worker, supervisor, or member of the public. No official or employee, other than those required by their position, shall bring a weapon (exclusive of personal defense chemical spray) of any type to a Commission facility, including parking lots and public streets outside or immediately adjacent to a Commission building, or place in a Commission vehicle or equipment. An official or employee, having demonstrated a legitimate need and having obtained any necessary certification, may bring a personal defense chemical spray to a facility, including parking lots and public streets outside or immediately adjacent to a Commission building, or place in a Commission vehicle or equipment, if first approved by the Executive Director having demonstrated a legitimate need and having obtained any necessary certification.

All employees are required to report immediately to their supervisor and Executive Director any threats or incidents of violence. The Commission shall investigate, or cause to be investigated, incidents of violence or threats of violence to maintain department safety. Pursuant to California Code of Civil Procedure section 527.8, employers are permitted to seek temporary restraining orders (TRO) and an injunction to protect employees who have been the subject of actual or threatened unlawful violence in the workplace.

Any person found to have violated this policy may be subject to counseling, training, and/or discipline, up to and including termination.

2015 POLICY AGAINST ABUSIVE CONDUCT AND BULLYING

It is the policy of the Commission to maintain a workplace free from any form of abusive conduct or bullying. All officials and employees are prohibited from engaging in abusive conduct or bullying against another person at the workplace.

"Abusive conduct" is defined under Government Code section 12950.1(g)(2) as conduct of an employer or employee in the workplace, with malice, that a reasonable person would find hostile,

offensive, and unrelated to an employer's legitimate business interests. For example, abusive conduct may take the form of, but not be limited to, repeated infliction of verbal abuse, such as the use of derogatory remarks, insults, and epithets, verbal or physical conduct that a reasonable person would find threatening, intimidating, or humiliating, or the gratuitous sabotage or undermining of a person's work performance. A single act shall not constitute abusive conduct, unless especially severe or egregious. Another form of abusive conduct may also be referred to as bullying. In addition to the above definition, examples of workplace bullying may include, but not limited to the spreading of malicious rumors, or insulting someone by word or behavior, ridiculing or demeaning someone, picking on someone or setting them up to fail, exclusion or victimization, unfair or discriminatory treatment, overbearing supervision or other misuse of power or position, making threats or comments about job security without basis, slapping, pushing, shoving, punching, or otherwise physically attacking someone, deliberately undermining a competent worker by unnecessarily overloading their work or intentionally interfering with their work and constant criticism.

Evaluative work performance comments or communications by one's supervisor relating to work deficiencies, constructive feedback, and counseling are appropriate and reasonable business interests, and shall not constitute abusive conduct or bullying.

If an employee is bullied because of their race, gender, religion, sexual orientation, disability, age, or any other protected status, he or she may have a claim for harassment and discrimination and may take action in accordance with the Commission's policy on anti-harassment and anti-discrimination.

Any person found to have violated this policy may be subject to counseling, training, and/or discipline, up to and including termination.

3000 COMPENSATION

The Commission's Board of Directors has authorized delegation of all human resources and classification procedures to the Executive Director. The Executive Director is responsible for the overall coordination, review, and control of the Commission's compensation classification plan. The Commission will comply with all state and federal laws, Commission policies and procedures, as well as the standards, guidelines, practices, and requirements that are specified by its grantors. The Commission may perform wage comparability studies every three years to ensure the salary and wage structure is similar to other agencies of like size and employee base in the area with consideration given to budget resources.

3001 POSITION DESCRIPTIONS

3001.01 Position descriptions will define the duties, knowledge, skills and abilities and essential functions required for filling the position.

3001.02 The Executive Director shall recommend a position program to the Commission Board as necessary. All position descriptions shall include the following information:

1. Title of position.
2. Position summary or overview.
3. Exempt or non-exempt.
4. Position qualifications (minimum qualifications including job experience, knowledge, skills, abilities, and education).
5. Major duties and responsibilities.
6. Essential job functions, marginal job functions, and physical requirements.

The Commission may compare the positions of other agencies for salary surveys. Position descriptions are one of the factors used in setting the pay scale of the Commission positions. The Executive Director shall review all position descriptions periodically to ensure equity and consistency within and across job classifications and functional lines.

3002 WORKWEEK, PAYDAY, AND PAY ADVANCES

3002.01 The Commission employees are paid every two weeks, 26 times annually. The workweek begins on Saturday at 12:00 a.m. and ends on Friday at 11:59 p.m. Payday is on alternate Mondays but may be changed at the discretion of the Executive Director. Timecards are to be submitted to the appropriate supervisor by close of business the Friday proceeding the payday. All timecards shall be verified and signed by the appropriate supervisor. Pay is for the two workweeks preceding the next payday. When a payday falls on a Holiday, paydays may occur on the next workday following the Holiday.

3002.02 The Commission shall issue all paychecks by direct deposit. Early paychecks or pay advances are not allowed. For a complete policy on Paydays and payroll, see Accounting & Financial Policies and Procedures Manual on file in the Commission offices.

3003 OVERTIME COMPENSATION

3003.01 Nonexempt employees will be paid at the rate of one and one-half times their regular hourly rate of pay for all time worked in excess of 40 hours in any one week.

3003.02 Authorization for non-exempt employees for overtime is at the discretion of the Executive Director or designee, and only permitted when expressly authorized. Unauthorized overtime is not permitted. If the need for overtime arises, employees are expected to communicate with their supervisor as soon as possible so that proper scheduling, workload, and budgeting may be adjusted and/or approved. Failure to follow this procedure may subject an employee to discipline.

3003.03 Non-exempt employees may be allowed paid compensatory time off at a rate of one and one-half times the hourly rate for hours worked over 40 in a week only in the discretion of the Executive Director and with advance notice and approval.

3004 MEAL PERIOD AND REST PERIOD

3004.01 Meal Period - The required lunch period for all employees is a minimum of 30 minutes. For non-exempt employees the meal period will begin no later than the commencement of the fifth hour of work.

3004.02 Rest Period - Each employee is allowed two paid 15-minute rest periods, one for every 4 hours worked. For every 2 hours of overtime worked, an additional 15-minute rest period is allowed. Rest periods are to be taken during the appropriate work period, shall not be accrued, and shall not be used to offset scheduled work arrival or departure time.

3005 PAYROLL DEDUCTIONS

3005.01 The following mandatory deductions will be made from every employee's gross wages: federal income tax, state income tax, state disability insurance, employee's Social Security contribution, and payments to any employee's 401(a) loan per executed loan agreement.

3005.02 Every employee must fill out and sign a federal withholding allowance certificate (IRS Form W-4) on or before his or her first day on the job. This form must be completed in accordance with federal regulations. The employee may fill out a new W-4 at any time when his or her circumstances change. Employees who paid no federal income tax for the preceding year and who expect to pay no income tax for the current year may fill out an Exemption Form Withholding Certificate (IRS Form W-4E). Employees are expected to comply with the instructions on the W-4. Questions regarding the propriety of claimed deductions may be referred to the IRS in certain circumstances.

3006.03 Every employee will receive an annual Wage and Tax Statement (IRS Form W-2) for the preceding year on or before January 31. Any employee who believes that his or her deductions are incorrect for any pay period or on the W-2 should check with the Fiscal Supervisor immediately.

3006 SALARY PROGRAM

3006.01 The Executive Director shall annually review the salary program and recommend appropriate salary ranges to the Commission Board. Salary ranges shall be based upon the principle that like salaries shall be paid for comparable duties. The Executive Director shall take into consideration the generally prevailing rates for such services in regional transportation planning agencies within California, cities and counties, and other public and private agencies in the Madera County area. All proposed salary ranges must be approved by the Commission prior to taking effect.

3006.02 An employee reclassified to a new position with a higher salary range will be placed at a step equal to at least five percent higher than the position previously held.

3006.03 An employee reclassified to a position with a lower salary range will be placed at a step equivalent to his or her current salary. If the employee's current salary exceeds the maximum step for the new range, the salary shall be frozen at its current level until the incumbent leaves the position or the position rate changes.

3006.04 An employee appointed to a higher paying position in an acting capacity for a period of longer than 30 calendar days, excluding vacation relief, shall receive additional compensation at the lowest step in that position or 5% more than the employee's previous position, at the discretion of the Executive Director.

3006.05 Longevity Pay

Employees with 10 years of continuous employment shall receive an additional 2% added to their regular rate of pay.

Employees with 15 years of continuous employment shall receive an additional 4% added to their regular rate of pay.

Employees with 20 years of continuous employment shall receive an additional 6% added to their regular rate of pay.

4000 EMPLOYEE BENEFITS

4001 VACATION LEAVE

4001.01 Each regular full-time employee shall accrue vacation leave and will be entitled to use it as approved by their supervisor on the following basis:

Years of Service		Hours per year	Maximum Accrual
0 through 4	3.69 hrs.	96 hrs.	240 hrs.
5 through 9	4.62 hrs.	120 hrs.	240 hrs.
10 through 14	5.54 hrs.	144 hrs.	280 hrs.
15 through 19	6.46 hrs.	168 hrs.	320 hrs.
20 through +	7.38 hrs.	192 hrs.	360 hrs.

4001.02 Vacation accrual begins on the first day of the first pay period of hire. An employee must be in an active pay status on the last working day of a pay period to accrue vacation for that period. Newly hired employees are eligible to use accrued vacation after six months of service.

4001.03 If the employee's anniversary date is on or before the last working day of the pay period, the employee shall accrue the higher rate for that pay period.

4001.04 Vacation shall not accrue while an employee is on an unpaid leave of absence.

4001.05 An employee's vacation time vests when accrued, up to the maximum accrual rate allowed based upon years of service. Vacation time earned and accrued, but not taken during the year, shall be carried over to future calendar years up to the maximum allowable accrual rates. Employees will be required to take vacation leave to maintain the maximum cap at the direction of the Executive Director.

4001.06 Payment of a sum equal to all accrued, but unused vacation time shall be made to the employee upon separation at the pay rate current at the separation date.

4002 SICK LEAVE

4002.01 Each regular full-time employee shall accrue sick leave at the rate of 3.69 hours per pay period (equivalent to 8 hours/month). There is no maximum accrual limit.

4002.02 The use of accrued sick leave shall be allowed in the following instances:

1. For personal illness or physical incapacity.
2. For dental and medical appointments or other sickness prevention measures.
3. For illness or physical incapacity of an employee's family member, which requires their personal attention. Use shall be limited to three consecutive working days, and additional days for said purpose is subject to approval of the Executive Director. In

accordance with California Labor Code Section 245.5, "family member" consists of the employee's spouse, registered domestic partner, children (regardless of age or dependency status, including biological, adopted, foster, step-, legal ward, or a child to whom the employee stands in loco parentis), parent (including biological, adoptive, foster, step-, or legal guardian of an employee or employee's spouse or registered domestic partner, or a person who stood in loco parentis when the employee was a minor child), grandparent, grandchild, sibling, or a designated person identified at the time the employee requests paid sick leave. The Commission will limit an employee to one designated person per 12-month period for paid sick leave.

4. For death of an employee's family member, as defined above, the supervisor may allow an employee up to 56 hours of leave per calendar year, chargeable against sick leave.
5. For a reproductive loss event, defined by Government Code Section 12945.6 as the day or, for a multiple-day event, the final day of a failed adoption, failed surrogacy, miscarriage, stillbirth, or an unsuccessful assisted reproduction.

4002.03 Sick Leave for Part Time, Temporary and Seasonal Employees

Part-time, seasonal, and temporary employees who are not eligible for sick leave benefits will be provided with sick leave benefits in accordance with the requirements of state law, including the Healthy Workplaces, Healthy Families Act of 2014 under Labor Code Section 245 *et seq.*, and will be provided with notification about these benefits. Contact the Executive Director with any questions.

4002.04 It is the employee's obligation to contact their supervisor immediately when sick or personal leave is needed before the beginning of the workday. The supervisor may require a doctor's note or other proof of illness when an employee uses sick leave in excess of three (3) consecutive working days. An employee's failure to call in, excessive use of sick leave, or abuse of sick leave is subject to disciplinary action.

4002.05 Pay for sick leave shall be offset by Worker's Compensation, Disability or Unemployment Insurance of the State of California or by any insurance coverage provided to the employee by the Commission at its cost.

4002.06 Employees shall be paid for unused, accrued sick leave upon termination in accordance with the following formula: (percentage of current pay rate per years of service from table below) times (number of sick leave hours) = sick leave pay off.

For example, an employee with 5 years 6 months of service, \$20.00/hr. current salary and 40 hours of accrued sick leave is calculated as follows:

(5 yr 6 mos = 5-10 on table below = 10% x \$20.00/hr. = \$2.00/hr. x 40 hrs. = \$80.00 sick leave payoff)

Years of Service	Percentage of Current Hourly Salary
0-5	0%
5-10	10%
10-15	25%
15-20	30%
20-+	50%

4003 LEAVES OF ABSENCE

4003.01 The Executive Director may grant an employee a leave of absence without pay for a period not to exceed ninety (90) calendar days. Such a request must be in writing.

4003.02 A leave of absence without pay results in extending the employee's anniversary date by the total number of calendar days for which leave is authorized. Military and Family Medical Leave Act (FMLA) and/or California Family Rights Act (CFRA) approved leaves are excluded from the extended calculation.

4003.03 Sick leave and vacation leave shall not accrue during any leave of absence without pay. Health, dental, optical, life, and disability insurance premiums of an entire month falling within a leave of absence without pay may be paid by the employee. Employees on illness leave must exhaust existing leave balances from sick leave, first, then all other available leaves. If the illness is certified as qualifying for FMLA and/or CFRA, the time periods for those leaves will run concurrently from the first day of illness leave. The Commission will coordinate benefits when information is provided by the employee, to the extent possible.

4003.04 Family Medical Leave (FMLA) And California Family Rights Act (CFRA)

To the extent not already provided for under current leave policies, the Commission will provide up to twelve (12) weeks of unpaid leave during which time the employee's job will be protected. The leave shall be unpaid unless the employee has sick and vacation leave balances. Employees are required to exhaust sick leave, followed by vacation leave while on medical leave. FMLA and CFRA approved leaves will be run concurrently with applicable paid leaves. See complete FMLA/CFRA policy attached hereto as Exhibit 1.

During this leave, the Commission will maintain and pay for group health insurance coverage for the employee at the level and under the conditions that coverage would have been provided if the employee had continued in employment continuously for the duration of the leave. The Commission may recover from the employee the premium(s) that the employer paid as required by law for maintaining coverage for the employee under the group health plan if both of the following conditions occur:

- The employee fails to return to work after the expiration of the leave period; and
- The employee's failure to return to work is for non-FMLA/non-CFRA reasons or non-medical condition related circumstances.

4003.05 Paid Family Leave Of Absence (PFL)

State Disability - An employee covered by State Disability Insurance (SDI), may receive up to six (6) weeks of State benefits over a twelve (12) month period for the following: 1) care for a seriously ill child, spouse, parent, or domestic partner, 2) bond with a new child or the new child of a spouse or domestic partner, or 3) to bond with a child in connection with the adoption or foster care placement of the child with the employee, the employee's spouse or registered domestic partner.

The PFL program provides partial wage replacement under the qualifying conditions stated above. Employees may not be able to receive Unemployment Insurance benefits or SDI benefits for the same period for which they are receiving paid family leave benefits. Paid Family Leave shall run concurrently with any FMLA/CFRA leave.

For more information, see the immediate supervisor or visit the EDD Web site at www.edd.ca.gov and select "Paid Family Leave" or call (877) 238-4373 (English) or (877) 379-3819 (Spanish).

4003.06 Pregnancy Disability Leave (PDL)

Employees disabled by pregnancy, childbirth, or related medical conditions will be eligible for temporary disability benefits. Pregnancy disability leave covers the actual period of disability, up to four (4) months. Leave of absence may be taken intermittently or in increments and does not necessarily need to be taken consecutively. Leave may be taken in increments of no less than one (1) day. Employees are encouraged to submit a doctor's note as soon as possible to qualify for PDL.

Upon the request of an employee with a physician's note, the employee's work assignment may be changed if necessary, to protect the health and safety of the employee and her child;

Requests for transfers of job duties will be reasonably accommodated if the job and security rights of others are not breached.

Temporary transfers due to health considerations will be granted when possible. The transferred employee will receive the pay that accompanies the job, as is the case with any other temporary transfer due to temporary health reasons.

Pregnancy leave usually begins when ordered by the employee's physician. The employee must provide the Commission with a certification from a health care provider. The certification indicating disability should contain:

The date on which the employee became disabled due to pregnancy; the probable duration of the period or periods of disability; and a statement that, due to the disability, the employee is unable to perform one or more of the essential functions of her position without undue risk to herself, the successful completion of her pregnancy, or to other persons.

Return to work from pregnancy disability leave will be allowed with a physician's release. Employees may use accrued sick time during a pregnancy disability leave. An employee will be allowed to use accrued sick, vacation, or personal time (if otherwise eligible to take the time) during a pregnancy disability leave; and duration of the leave is determined by a physician's note.

During this leave, the Commission will maintain and pay for group health insurance coverage for the employee at the level and under the conditions that coverage would have been provided if the employee had continued in employment continuously for the duration of the leave. The Commission may recover from the employee the premium(s) that the employer paid as required by law for maintaining coverage for the employee under the group health plan if both of the following conditions occur:

- The employee fails to return to work after the expiration of the leave period; and
- The employee's failure to return to work is for non-FMLA/non-CFRA reasons or non-medical condition related circumstances.

4003.07 Returning to Work

A medical certification, or release, that an employee is able to return to work from a pregnancy disability leave is required to return to work. Employees on FMLA/CFRA/PFL or PDL will be reinstated to the same position held at the time the leave began or to an equivalent position, if available.

4004 OTHER LEAVES OF ABSENCE

In accordance with applicable state and federal law, the Commission offers the following leaves of absence. For leaves of absences that are considered non-paid, the Commission will adhere to applicable state wage and hour provisions with respect to exempt personnel.

4004.01 Victims Of Domestic Violence And Sexual Assault Leave

If an employee is or becomes a victim of domestic violence or sexual assault, the employee may take time off for court hearings, to seek medical, legal, or psychological assistance, or to protect the employee or the employee's family or safety. Under these provisions, the employer may request specific types of certifications in connection with the absence. The employee will not be discharged or discriminated against for taking this qualified leave of absence. Exempt and non-exempt personnel may choose to take accrued paid vacation, personal leave, sick leave, or unpaid leave.

As a condition of taking time off for the purposes set forth under Labor Code section 230 and 230.1, the employee is required to give their supervisor reasonable advance notice of the employee's intention to take time off, unless the advance notice is not feasible. In the event of an unscheduled absence due to domestic violence, sexual assault and/or stalking, the Commission will not take any action against the employee if the employee, within a reasonable time after the absence, provides [a] written certification to the employer.

4004.02 Witness Duty

If an employee is subpoenaed and required to serve as a witness in a court case, he or she must notify the supervisor within a reasonable amount of time before the impending service. A copy of the subpoena may be requested to validate the employee's request for witness-duty leave. As prescribed by law, upon completion of witness duty, an employee is entitled to reinstatement. Witness duty leave is considered a non-paid leave of absence.

4004.03 Military Leave

Military leave shall be granted to any employee. Any employee who is granted military leave shall be paid their regular rate, up to a maximum of thirty (30) calendar days in any calendar year, while on such leave. Under these circumstances the employee shall be paid the difference between their full salary and any military payment received, exclusive of travel pay for such leave. As required by the Uniformed Services Employment and Reemployment Rights Act of 1994 (USERRA), the Commission makes available temporary, non-paid military leave of absence. Military leave is open to anyone who has been absent from work due to "service in the uniformed services" is protected. "Service" includes active duty, active duty for training, initial duty for training, inactive duty training; full-time National Guard duty, and examinations to determine fitness for duty.

"Uniformed services" include: the Army, Navy, Air Force, Marine Corps, Coast Guard (and the reserves for each of those branches); the Army National Guard, Air National Guard, and Commissioned corps of the Public Health Service; National Disaster Medical System; and any other category of persons designated by the President in time of war or emergency.

An employee is requested to notify their employer as soon as they learn of the need for military leave. When an employee's service is over, he or she shall provide a notice of intent

to return. An employee may take leave up to a maximum of a cumulative five (5) years. At the employee's option and with the Commission's approval, military leave may be combined with paid vacation time, if available. In accordance with USERRA and under most circumstances, an employee is entitled to reinstatement, as well as to all rights and benefits as if he or she had remained continuously employed. The employee may also elect COBRA-type health care coverage.

4004.04 Jury Duty

Any employee called to serve on any jury and when unable to be excused therefrom shall be entitled to paid leave during the period of such service or while necessarily being present in court as a result of such jury call. Employees are not entitled to juror pay for such duty but are permitted to keep mileage payments. Employees should decline juror pay and report their service to the Commission. Benefits shall be maintained by the employer.

4004.05 Holidays

The Madera County Transportation Commission observes the following paid holidays. A part time employee will receive holiday pay if the paid holiday falls on a day that the employee is regularly scheduled. The Commission offices will be officially closed on these days:

Month	Day	Holiday
January	1st	New Year's Day
January	3rd Monday	Martin Luther King's Birthday
February	3rd Monday	President's Day
May	Last Monday	Memorial Day
July	4th	Independence Day
September	1st Monday	Labor Day
October	2nd Monday	Columbus Day
November	11th	Veteran's Day
November	4th Thursday	Thanksgiving
November	4th Friday	Day after Thanksgiving
December	25th	Christmas

4004.07 Each employee will be allowed four (4) hours of personal leave per calendar year. This leave is not to be accrued beyond the calendar year.

4004.08 The agency will observe any day proclaimed by the President of the United States or the Governor of California for a Public Fast, Thanksgiving, or Public Holiday.

4004.09 When a holiday falls on a Sunday, the following Monday shall be observed. When a holiday falls on a Saturday, the proceeding Friday shall be observed.

4005 BEREAVEMENT LEAVE

Employees will be entitled to three (3) days paid Bereavement Leave not to be charged to any balance for the death of a parent, parent-in-law, step-parent, sibling or step-sibling, child, step-child, spouse, or registered domestic partner. An employee shall be granted special leave with pay not to exceed a total of fifty-six (56) hours in any calendar year to be charged to sick leave, vacation leave, or personal leave in the event of a death of a member of the employee's immediate family. If an employee has no sick leave, vacation leave, or personal leave available, the employee shall be entitled to two (2) days of unpaid Bereavement Leave in addition to the three (3) days of paid Bereavement Leave. "Immediate family" is defined as spouse, registered domestic partner, children, step-children, parents, guardians, grandparents, grandchildren, siblings, and in-laws. To be eligible for paid leave, the employee must be employed for at least 30 days prior to the commencement of the leave. The leave can be taken intermittently or all at once and must be taken within three months of the family member's death. Documentation of the death of the family member within 30 days of the first day of the leave may be required. "Documentation" includes, but is not limited to, a death certificate, a published obituary, or written verification of death, burial, or memorial services from a mortuary, funeral home, burial society, crematorium, religious institution, or governmental agency.

4006 REPRODUCTIVE LOSS LEAVE

Employees will be entitled to five (5) days of Reproductive Loss Leave, chargeable against sick leave, vacation leave, or personal leave, following a reproductive loss event defined by Government Code Section 12945.6 as the day or, for a multiple-day event, the final day of a failed adoption, failed surrogacy, miscarriage, stillbirth, or an unsuccessful assisted reproduction. Reproductive Loss Leave must be completed within three months of the reproductive loss event. To be eligible for reproductive loss leave, an employee must have been employed by the Commission for 30 days before the leave commences. An employee shall be entitled up to a maximum of twenty (20) calendar days within a twelve-month period.

4007 WORKER'S COMPENSATION

Worker's compensation insurance protects employees against economic loss caused by work-related accidents or illnesses. The Commission provides worker's compensation insurance as required by the Worker's Compensation Act of the State of California. The benefit amount is determined on a case-by-case basis in accordance with the law. The Commission pays the entire cost of the program. Coverage depends upon prompt reporting of accidents /illnesses and filing claims. If an injury on the job occurs, no matter how slight, the employee should report it immediately to their supervisor or the Executive Director or designee. The Executive Director or designee will provide the employee with the appropriate forms and instructions. Failure to report may affect a Worker's Compensation claim or delay treatment. Failure to promptly report may lead to disciplinary action.

4008 LIFE INSURANCE

The Commission shall provide life insurance for each regular full-time employee. The insurance becomes effective after thirty (30) days of continuous active service. The master policy is on file and available to employees through the Office Assistant Fiscal Supervisor.

4009 CALIFORNIA STATE DISABILITY INSURANCE

The Commission makes available short-term disability insurance for a cost to offset income loss due to illness or disability that is not work-related. Generally, employees are eligible for benefits after the first day of hospital confinement or the 8th day of a disability that prevents the employee from working. The plan is entirely financed by employee contributions. Employees are encouraged to apply for benefits when eligible. For assistance in filing a claim, see the Executive Director or designee for more information.

4010 HEALTH INSURANCE

4010.01 The Commission currently provides a health insurance plan for each full-time employee and their family. This benefit and benefit level is renewed annually and costs to the employee may change year to year. The master policy is on file and available to employees through the Office Assistant Fiscal Supervisor. A plan summary will be provided to each employee.

4010.02 The Commission may make an incentive contribution to eligible employees should the employee *voluntarily* decide not to enroll themselves and their dependents under the Commission health insurance policy up to \$500.00 monthly. The determined monthly amount will be paid out in 50% increments on the first two checks of the month.

Regular full-time employees with alternative medical coverage may annually elect to waive participation in the Commission-sponsored medical insurance plan. Employees electing to waive the Commission-sponsored medical coverage are eligible to receive cash in lieu of the waived coverage as noted above. The in-lieu dollar amount is determined annually. Employees who lose their alternative coverage must immediately enroll in the Commission-sponsored medical insurance plan or enroll in a state exchange plan.

Employees requesting to waive insurance in lieu of cash under this policy must do so in writing and provide proof of alternative health insurance and submit both to the Office Assistant Fiscal Supervisor.

This program can be changed or revoked at any time by the Executive Director.

4011 DENTAL & OPTICAL

The Commission provides dental and optical benefits for each regular full-time employee and their family. This benefit and benefit level is renewed annually and costs to the employee may change year to year. The master policy is on file and available to employees through the Office Assistant Fiscal Supervisor. A plan summary will be provided to each employee.

4012 SOCIAL SECURITY

All employees are required to participate in the federal Social Security system. Both the Commission and the employee are required to contribute.

4013 MEDICARE

All employees are required to contribute to the federal Medicare system. Both the Commission and the employee are required to contribute.

4014 RETIREMENT PLAN

4014.01 General Provisions

The Commission maintains two retirement plans for regular full-time employees. These plans are administered by ~~the International City Managers Retirement Corporation~~ MissionSquare Retirement (ICMA) and are governed by Sections 401(a) (Defined Contribution Plan) and 457 (Deferred Compensation Plan) of the Internal Revenue Code. Employee rights and privileges are determined by the code and the joinder agreements that the Commission has with ~~the ICMA~~ MissionSquare.

Every employee is required to execute a joinder agreement for participation in the ~~ICMA~~ MissionSquare 401(a) plan and may elect to participate in the 457 program at the employee's option. These agreements specify the portion of compensation to be deferred, indicate investment preferences, designate beneficiaries, and hold the Commission harmless from any liability hereunder for all acts performed in good faith, including acts relating to the investment of deferred amounts and/or the employee's investment preference.

Participating employees have various rights upon termination of employment or retirement: 1) leave accumulated funds in trust and receive normal retirement benefits, or 2) withdraw 457 funds or vested portion of 401(a) funds. If the funds are left in trust, the employee is required to notify the Plan Administrator within sixty (60) days of leaving service as to the date that the first payment will be made from the trust. Normally this would be a retirement date; however, the funds may be withdrawn at termination of employment. Thirty (30) days prior to the first payment from the trust, the employee must elect a payment schedule. Withdrawals may be in the form of direct payments from the Plan Administrator or by insurance annuity contract. In the event funds are withdrawn, all requisite forms shall be processed through the Commission for signature.

4014.02 ~~ICMA MissionSquare Retirement~~ 401(a) Money Purchase Plan

The Commission contributes 7.5% of the employee's gross salary and picks up the employee's 7.5% contribution for a total 15% contribution into the plan. The employer's contribution to the employee's member contribution is not guaranteed and may change from year to year. This plan is recognized as a qualified retirement plan per Section 401(a) of the IRC. All regular full-time employees shall be enrolled in the plan upon date of hire and are required to complete the joinder agreement at that time. There is no probationary period of service, no minimum age requirements for plan participation, and no restrictions on the investment options of funds maintained in the plan. Employees are immediately 100% vested in the Commission's contribution to the plan. Funds placed in the 401(a) plan shall remain in the trust and shall not be withdrawn during the participant's term of employment. However, there is a provision for employees to take loans from their vested balance.

Upon termination participating employees must notify the Commission of their determination relating to withdrawal of vested funds in the plan. The employee may elect to withdraw funds, leave funds in the plan, or to roll funds over to another qualified plan. If the employee elects to rollover to another plan, the new plan must certify to ~~ICMA MissionSquare~~ that it provides for acceptance of a qualified total distribution. The rollover must equal 100% of vested balance and must occur within sixty (60) days of withdrawal from ~~ICMA MissionSquare~~. If the employee elects to withdraw the vested balance, the employee will receive a form at the end of the year. Withdrawals that are not rolled into a qualified plan within sixty (60) days are subject to 10% early withdrawal penalty and are taxed as ordinary income.

Normal distribution of benefits commences on the 60th day following the close of the plan year in which the employee turns 62 unless written notice is given to have the benefits start at a different time. The earliest that benefits may commence without 10% penalty is at age 59-1/2. The latest is at age 70-1/2. The employee is required to select a "first payment date" during the first sixty (60) days following termination. This payment date may be changed or revoked by the employee.

4014.03 ~~ICMA MissionSquare Retirement~~ 457 Deferred Compensation Plan

Any regular full-time employee may elect to participate in the ~~ICMA MissionSquare~~ Deferred Compensation Plan. The maximum deferred in any tax year shall not exceed the lesser of 100% of gross salary or the limits set by the IRS on an annual basis. Funds in the 457 plan must remain in trust during the course of employment and shall not be withdrawn except for verifiable "unforeseeable emergencies" as defined in IRC 152(a). There is no vesting requirement, are no early withdrawal penalties (however, funds are taxable as ordinary income in the year that they are withdrawn and a W-2 will be prepared for all funds withdrawn) and are no rollover provisions into other retirement plans.

Payment from the ~~ICMA-MissionSquare~~ 457 plan can begin immediately upon termination regardless of age or can be scheduled to begin at any time up to the age of 70. Within sixty (60) days of termination, the participant must select a date for payments from the plan to begin. This date cannot be changed once the sixty-day period has lapsed. At least thirty (30) days before the first payment date, the recipient must choose a withdrawal schedule. Once payments begin, the withdrawal schedule cannot be changed. Payments may be scheduled on a monthly, semi-annual, or annual basis.

4015 COVID-19 EMPLOYEE BENEFITS

The Commission has adopted various policies related to COVID-19 employee benefits, including, but not limited to, the ~~Supplemental COVID-19 Policy for Sick Leave~~, Supplemental COVID-19 Policy for FMLA/CFRA leave, and the Supplemental COVID-19 Policy on Telecommuting. All policies related to COVID-19 employee benefits that have been or may be adopted by the Commission, as necessary to comply with applicable law, are hereby incorporated into this Employee Manual. All individual COVID-19 employee benefits policies will be provided to employees upon adoption. Employees are notified of their rights and obligations under such COVID-19 employee benefits policies, and failure to comply with the COVID-19 policies may subject the employee to disciplinary action. Although one or more of the foregoing policies may no longer be applicable upon the expiration of the declared State of Emergency, the Commission will still comply with all applicable State law regarding COVID-19 Employee benefits, including Cal/OSHA's non-emergency regulations related to COVID-19.

5000 EMPLOYEE EXPENSES - FINANCIAL ACCOUNTING POLICY

5001 EMPLOYEE INCURRED EXPENSES AND REIMBURSEMENT

For the complete Policies Associated With Expenditures and Disbursements, see the Accounting & Financial Policies and Procedures Manual incorporated herein and on file in the Commission offices.

To ensure that all proper business-related expenses incurred by employees are reimbursed, the following procedure has been established:

1. All expenditures are to be approved in advance by the appropriate supervisor unless circumstances prevent advance approval.
2. All business-related expenditures must be accompanied by a receipt or evidence of expenditure to receive reimbursement.
3. All items purchased or charged by the employee are to be itemized on the approved "Monthly Expense Form." All portions of the report must be filled out or marked "N/A" (not applicable), and the necessity and purpose of the expenditure must be explained in sufficient detail.
4. Expense reports must be signed and dated by the employee and signed by the appropriate supervisor showing approval. Reports are due in the accounting department within 30 days of the expenditure. Reimbursement will be made by the 15th day of the month following submittal of the report.

5002 MILEAGE REIMBURSEMENT

5002.01 Employee's use of a personal vehicle for Commission business shall be reimbursed for Commission-related business travel at the current stated IRS rate. Use of a personal vehicle is never required by the Commission and is discretionary on the part of the employee.

5002.02 Going to and coming from work is not compensable time. If an employee is required to travel from home directly to a third location on Commission business and then to work, the Commission will reimburse the employee for the mileage from the Commission office to the work-related destination.

5002.03 The employee must submit a "Monthly Expense Form" signed and dated by the employee and signed by the appropriate supervisor.

5002.04 The employee, in using his or her vehicle for Commission purposes, assumes liability for his or her vehicle. All employees must sign a statement verifying that they have a current driver's license and vehicle liability insurance in at least the minimum amounts required by state law.

5003 TRAVEL REIMBURSEMENT

1. This policy establishes the general guidelines and procedures to be followed when business travel is required. See the Travel and Business Entertainment Section in the

Financial and Accounting Policies and Procedures manual for more detailed information regarding travel.

- a) Same day travel-related expenses are to be detailed on the "Monthly Reimbursement Form."
 - b) Overnight travel is to be detailed on the overnight travel authorization and claim forms.
 - c) Employees using their personal vehicles on Commission business, including trips to the airport, will be reimbursed at the standard Commission mileage rate, provided that the time and distance involved is reasonable under the circumstances.
 - d) All parking expenses and highway tolls incurred because of business travel will be reimbursed.
 - e) All air travel must be approved in advance by the Executive Director unless unavoidable. All travel will be by coach class whenever possible. First class may be used when coach class accommodations are not available.
2. Employees should request advance approval for use of a rental car at their destination. If a rental car is needed, an economy or compact sized car is to be used and additional insurance should not be purchased. A copy of the rental car agreement form must be handed in with the reimbursement form.
 3. Employees should select moderately priced lodging convenient to their destination to minimize time and expense and shall request government rates. A detailed receipt from the hotel or motel must accompany the reimbursement form unless such is unavailable, in which case, a credit card receipt is acceptable.
 4. Employees are paid per diem for meals. Reimbursement for meals will be paid according to the per diem schedule in the Financial and Accounting Policies and Procedures Manual.
 5. Employees are expected to make all reasonable efforts to retain receipts for valid expenses.

5004 TRAVEL ADVANCES AND CREDIT CARDS

5004.01 The Commission maintains a credit card account for use by employees while in travel status. Employees are encouraged to secure a credit card from the ~~Office Assistant~~Administrative Analyst prior to traveling on Commission business. Credit cards should be used for accommodations and purchase of work-related materials whenever possible. The ~~Office Assistant~~Administrative Analyst shall maintain a record of credit card assignments and require that receipts for credit card transactions be submitted promptly.

5004.02 Travel advances are available to employees subject to prior approval by the Executive Director. The employee is required to submit the travel advance request in writing to the Executive Director at least five working days prior to the scheduled travel. Travel advance will only be made for travel exceeding one full working day.

5005 REQUIRED MANAGEMENT APPROVAL

5005.01 All travel expense requests, mileage expense reports, purchase requisitions, and other business-related expense reports must be approved by the appropriate supervisor before the request will be processed for payment.

5005.02 The supervisor will only approve expenditures that are business-related, reasonable, and consistent with the letter and intent of the Commission agency policies. Occasionally, a policy will not cover a specific expenditure. Similarly, the facts and circumstances relating to a particular item or expense may justify an exception to the letter of a policy. In these events, the Executive Director shall rule on the acceptability of the expense. Among the factors to be considered in resolving such issues are the following:

1. The intent or purpose of the policy
2. The particular facts or circumstances surrounding the expense
3. The necessity for the expense
4. The amount involved
5. Previous similar situations

5005.03 Employees who incur expenses or charge expenses to the Commission without prior approval do so at their own risk. Employees are invited to seek prior approval from the Executive Director or Fiscal Supervisor, as appropriate, in questionable situations.

5006 PETTY CASH POLICY

5006.01 A Petty Cash fund is maintained for use by employees for minor expenditures. Petty Cash is limited to \$100.00 and is maintained in a locked box secured by the ~~Office Assistant~~Accounting Technician. Petty Cash disbursement procedures are as follows:

1. Employees may request Petty Cash either as an advance or a reimbursement by completing and signing a Petty Cash Voucher.
2. Petty Cash advances are required to be supported by a receipt within one week of voucher approval.
3. Petty Cash reimbursements are to be supported by receipts at time of voucher approval.
4. The ~~Office Assistant~~Accounting Technician following review and approval of the voucher makes all disbursements from Petty Cash. ~~Office Assistant~~Accounting Technician approval shall be designated by signature.

5006.02 The Fiscal Supervisor shall periodically review the status of the Petty Cash fund to verify that the sum of the cash balance plus Petty Cash Vouchers is equal to \$100.00.

6000 MISCELLANEOUS

6001 GRIEVANCE PROCEDURE

An employee may express a grievance regarding a work-related issue, directive, order, or task, to the supervisor. If the concern is not resolved to the employee's satisfaction within one week, the employee may put in writing the details of his or her grievance and submit the grievance to the Executive Director. The Executive Director will review and advise on the grievance. The Executive Director will issue a decision in writing and the decision will be final and not appealable.

6002 POLITICAL ACTIVITIES POLICY

For the complete policy on prohibited lobbying, political expenditures, endorsement of candidates, and use of Commission assets and resources, see Accounting & Financial Policies and Procedures Manual on file in the Commission offices.

In recognition of its responsibilities as a part of the community, the Commission encourages its employees to accept the personal responsibility of good citizenship, including participation in civic and political activities in accordance with their interests and abilities. The Commission prohibits employees and officers from engaging in political activities during work hours.

No political activities or solicitations will be allowed on the Commission premises.

Political activities are defined for purposes of this policy as activities in support of any partisan political issue or activities in support of, or in concert with, any individual candidate for political office, or a political party, which seek to influence the election of candidates to federal, state, or local offices. The definition includes employees who are or may be candidates for political office.

The Commission reserves the right to deny time off for political activity where the activities, in the opinion of the appropriate supervisor, would unduly interfere with the employee's fulfillment of any obligations to the Commission. However, when an employee's full time is required for political activity, a leave of absence without pay may be granted.

6003 EMPLOYEE PRIVACY

The Commission recognizes the employee's right to privacy and endorses these basic principles:

1. Internal access to employee records will be limited to those employees having an authorized, business-related "need-to-know." Access may also be given to third parties, including government agencies, pursuant to court order or subpoena. All employee records shall be retained by the Commission for a minimum of four years from the date the employee record was created, or the employment action was taken, whichever is later.
2. The Commission will refuse to release personal information to outside sources without the employee's written approval unless legally required to do so. In response to job inquiries,

the Commission will give the employee's date of hire, position held and date of termination. References related to job performance will be on a case-by-case basis.

3. Employees are permitted to see their personnel file upon request during business hours. Employees may correct inaccurate factual information or submit written comments in disagreement with any material contained in their records.

6004 INTERNET AND ELECTRONIC USE POLICY

6004.01 Use of Software / Electronic Communications

Use of any computer resource (including *iPads*, hardware, software, *smartphones*, and access to networks and databases) may not be used for sending offensive, inappropriate, defamatory, fraudulent, threatening, or obscene e-mail, or e-mail attachments which may harass, sexually harass, express defamatory remarks, intimidate, or display obscene or otherwise offensive written, aural, or graphic material on a Commission computer. "Jokes" and chain emails should not be sent. Theft, misuse, or unauthorized use of either tangible or intellectual property may result in disciplinary action or termination. Sensitive or personal information should not be sent via electronic mail without the approval of a supervisor.

Making unauthorized copies of copyrighted software is prohibited. Employees may not access network resources of another user without permission. All electronic and telephonic communication systems and all communication and information transmitted by, received from, or stored in the Commission systems, are the property of the Commission and as such are to be used solely for job-related purposes. Therefore, because the use of Commission electronic communication media is intended to be job related and for business necessity, *authorized Commission individuals may monitor, access, and inspect any employee's e-mail transmission, internet use, and any other electronic information system used for the purpose of conducting business for the agency.*

6004.02 Use of Commission Telephones

Telephones are for the conduct of Commission business. Personal calls should be kept to an absolute minimum and for emergencies. Unauthorized use of Commission telephones for personal business may result in disciplinary action.

6004.03 Use of Cellular Phones

Personal cell phones are to be on silent or vibrate during any meetings. In response to California law, all employees must abide by the following cell phone usage rules:

1. Employees may not receive or make calls or text message on an agency- owned cellular phone or personal cellular phone while driving a motorized vehicle on any work-related time, unless on a hands-free device (such as a Bluetooth). This same rule applies to push-to talk features of other communication devices.

2. To avoid distracted driving, employees are required to pull over to a safe spot off the road when receiving or making a call while driving.
3. Employees will not be reimbursed for any personal cellular telephone expense.
4. The Commission reserves the right to track, monitor and review all business cellular phone activity of its employees at any time on electronic equipment owned or leased by the Commission.
5. An employee found to be in violation of this policy, is subject to disciplinary action or termination.

6005 BULLETIN BOARDS

The Commission utilizes bulletin boards throughout the workplace to display legally mandated postings, changes in the Commission policy, as well as other useful and informative information for all employees. Employees are encouraged to visit bulletin boards regularly.

6006 HOUSEKEEPING

Employees should always maintain a clean and orderly work area. This includes helping maintain cleanliness in common work areas visited by other employees and the public. Place clothing, such as jackets, shoes, umbrellas, and other related items in designated areas to ensure free and unobstructed walkways and work areas. By the end of the workday, food, beverages, and related litter should be disposed of in available trash receptacles.

6007 SAFETY

The Commission is committed to providing a safe and secure workplace for employees and the public. For review of the Commission building safety and workplace security, see the Executive Director or designee and the Safety Plan on file.

6008 TELECOMMUTING ARRANGEMENTS

The Commission considers telecommuting to be a viable, flexible work option when both the individual employee and the job are suited to such an arrangement. Telecommuting may also be appropriate during emergency situations where employees may not be able to work onsite.

Telecommuting is not an entitlement or an organization-wide benefit, and it in no way changes the terms and conditions of employment with the Madera County Transportation Commission. All telecommuting arrangements shall be made on a case-by-case basis, focusing first on the business needs of the Commission. For further information, see the Executive Director or designee and the Telecommuting Policy and Procedures on file.

6009 LACTATION ACCOMMODATION POLICY

The Commission recognizes the health benefits of breastfeeding for both parent and child. This Lactation in the Workplace Policy is intended to comply with the requirements of Senate Bill 142, which became effective January 1, 2020, and encourage a supportive work environment

for Commission employees who are nursing to breastfeed or express milk during working hours. The Commission recognizes that a supportive work environment for these employees will greatly benefit their health and welfare, strengthen their families, and therefore benefit the Commission and the community.

6009.1 Right to Request Lactation Accommodation

Employees have the right to request lactation accommodation, and employees shall be allowed to take reasonable breaks for lactation each time an employee has a need to express milk.

6009.2 Process for Employee Accommodation Request

Before the start of an employee's child bonding leave, or upon request, the employee's supervisor or Human Resources will provide the employee with the attached "Request for Lactation Accommodation" form, a copy of this policy and related parental information supplied by Human Resources.

The employee should complete the attached accommodation request form and return it to Human Resources as soon as possible and no later than 10 business days before returning from leave.

As required by law, the Commission will provide a written response to the employee if it is unable to provide for a break time or location that complies with this policy.

Human Resources will be available to discuss any impact on workload and/or work schedule with the employee and employee's supervisor to help balance the lactation accommodation with the Commission's needs.

6009.3 Time to Lactate

The Commission will provide a reasonable amount of break time to accommodate an employee desiring to express breast milk for the employee's infant child each time the employee has the need to express milk. The Commission recognizes that the frequency of periods needed to express breast milk on a daily basis as well as duration of each individual period may vary for each employee.

To the extent possible, the lactation break is to run concurrently with any break time already provided to the employee. Employees are entitled to use regular paid breaks, meal periods, and unpaid break time to express milk. Lactating employees may use breaks to breastfeed a child at a nearby childcare facility.

Break times will be established based on the employee's work schedule. Supervisors may provide a flexible schedule, including adjusted beginning or ending work times, so employees can make up unpaid break time if requested.

For non-exempt employees, lactation time beyond the regular paid rest break time is unpaid.

The time used to travel to and from the employee's work area to the private space provided must not be included in the calculation of time used for the expression of breast milk and travel time to the nearest Commission facility compliant with this policy would be paid time.

6009.4 Location and Facilities for Lactation

The Commission will provide employees with a clean space for lactation in private, which is not a bathroom, in close proximity to the employee's work area. The private space provided will have the ability to be locked, be shielded from view and free from intrusion from co-workers and/or the public. The location may be the place where the lactating employee normally works if there is adequate privacy (e.g., the employee's private office, a supervisor's private office, or a conference room that can be secured) and that location otherwise meets the requirements of this section.

Restrooms are prohibited from being utilized for lactation purposes. However, a separate private anteroom (women's lounge) or a separate private changing area next to a bathroom may be permissible.

Areas such as closets or storage rooms are usually not appropriate spaces for lactation purposes. Closets or storage rooms that do not contain noxious materials may be converted to be acceptable private spaces assuming they have adequate ventilation and meet the rest of the requirements of this policy.

The location will be safe, clean and free of toxic or hazardous materials. The space will be equipped with an electrical outlet or provide access to alternative devices (such as extension cords or charging stations), comfortable seating and be in close proximity to a sink with running water. The space will contain a surface to place a breast pump and personal items.

Rooms designated for lactation must be identified with appropriate signage to ensure privacy. A designated lactation space may be used for other purposes when not needed for lactation.

A refrigerator suitable for storing milk will be provided in close proximity to the employee's workspace. Lactating employees are permitted to store breast milk in refrigerator and freezer units already otherwise provided to employees by the Commission for the storage of food. Breast milk should be clearly labeled. The Commission, however, will not be responsible for any lost or stolen containers left in the refrigerator or freezer.

A system will be created for scheduling use of the lactation space by multiple employees, if needed. The system will ensure all employees who need to use the space for lactation can use it during approved breaks.

6009.5 Statement Regarding Employee Right to File a Complaint with the Labor Commissioner

Employees have the right to file a report/claim with the Labor Commissioner's Bureau of Field Enforcement (BOFE) for violation of Labor Code § 1030 – 1034 at the BOFE office nearest to the Commission. Additional information can be obtained at the following website: <http://www.dir.ca.gov/dlse/HowToReportViolationtoBOFE.htm>.

6009.6 Discrimination Prohibited

Discrimination against and/or harassment of lactating employees in any form is unacceptable, a form of prohibited sex/gender discrimination, will not be tolerated at the Commission and will be handled in accordance with the Commission's policy on discrimination and harassment.

6010 EMPLOYEES' RIGHTS IN EMERGENCY CONDITIONS

6010.1 Purpose

Pursuant to Labor Code Section 1139, the purpose of this policy is to inform employees of their rights during the event of an emergency condition, as defined below, that may occur at the workplace, an employee's home, or a school of an employee's child, based on a natural disaster or a criminal act. This policy ceases to apply when the emergency condition ceases.

6010.2 Definitions

"Emergency condition" means either:

- (i) Conditions of disaster or extreme peril to the safety of persons or property at the workplace or worksite caused by natural forces or a criminal act.
- (ii) An order to evacuate a workplace, a worksite, an employee's home, or the school of an employee's child due to natural disaster or a criminal act. In this case, a "child" includes the employee's minor age biological, adopted, or step-child, or a minor for whom the employee is in loco parentis.

"Emergency condition" does not include a health pandemic.

"A reasonable belief that the workplace is unsafe" means that a reasonable person, under the circumstances known to the employee at the time, would conclude there is a real danger of death or serious injury if that person enters or remains on the premises. The existence of any health and safety regulations specific to the emergency condition and an employer's compliance or noncompliance with those regulations shall be a relevant factor if this information is known to the employee at the time of the emergency condition or the employee received training on the health and safety regulations mandated by law specific to the emergency condition.

6010.3 Policy

In the event of an emergency condition, the Commission will not take or threaten adverse action against any employee for refusing to report to, or leaving, the workplace within the affected area because the employee has a reasonable belief that the workplace is unsafe. This does not apply if the employee is required by law to render aid or remain on the premises in case of an emergency, or an employee participating directly in emergency evacuations during an active evacuation.

The Commission will not prevent any employee from accessing the employee's mobile device or other communications device for the purpose of seeking emergency assistance, assessing the safety of the situation, or communicating with a person to verify their safety.

When feasible, the employee must notify their supervisor of the emergency condition requiring the employee to leave or refuse to report to the workplace prior to leaving or refusing to report to work. If prior notice is not feasible, the employee must notify the supervisor as soon as reasonably possible.

The provisions of this policy no longer apply when emergency conditions that pose an imminent and ongoing risk of harm to the workplace, the employee, the employee's home, or the school of an employee's child have ceased.

THESE RULES DO NOT CREATE ANY CONTRACT OF EMPLOYMENT, EXPRESS OR IMPLIED

EMPLOYEE COPY

EMPLOYEE MANUAL ACKNOWLEDGEMENT FORM

TO: Madera County Transportation Commission

RE: Employee Manual Acknowledgment and Policies

I have received the Commission Employee Manual and understand that this manual is not a binding contract.

I also understand that it is my responsibility to read and become familiar with the policies of the Commission. If I have any questions regarding my status as an employee, I may forward them to the Executive Director, and/or the human resources representative of the Madera County Transportation Commission.

I understand that the policies contained in this Employee Manual may be changed when, in the opinion of management due to business necessity, circumstances require it. The Madera County Transportation Commission will reasonably inform me in advance with a notice in writing of any such changes. Management retains the right to unilaterally terminate or change policies contained in the Employee Manual. Also, it is my responsibility to stay in close communication with my supervisor regarding any possible upcoming changes in policy. Such changes will not affect vested interests in any pension or retirement benefits if available.

I have reviewed the employee manual and acknowledge receipt of a manual this date and will comply with all the Commission policies and conditions of employment.

SIGNATURE _____ Date _____

PRINT NAME

THE COMMISSION MAINTAINS A DUPLICATE ORIGINAL SIGNATURE

Employee acknowledges having read and understands this employee manual

Exhibits
-FMLA/CFRA Policy

Exhibit 1

FMLA/CFRA

The Commission employs not more than 10 people. Therefore, the regulations under the California Family Rights Act apply.

I. Statement of Policy

To the extent not already provided for under current leave policies and provisions, the Commission will provide family and medical care leave for eligible employees as required by state and federal law. The following provisions set forth certain of the rights and obligations with respect to such leave. Rights and obligations which are not specifically set forth below are set forth in the Department of Labor regulations implementing the Federal Family and Medical Leave Act of 1993 (FMLA), and the regulations of the California Family Rights Act (CFRA). Unless otherwise provided by this policy, "leave" under this policy shall mean leave pursuant to the FMLA and CFRA. Since the Commission employs less than 50 employees the CFRA applies; however, references will be made to both the FMLA and CFRA for ease of reference.

II. Definitions

- A. "12-Month Period" means a rolling 12-month period measured backward from the date leave is taken and continuous with each additional leave day taken.
- B. "Single 12-month period" means a 12-month period which begins on the first day the eligible employee takes leave to take care of a covered servicemember and ends 12 months after that date.
- C. "Child" means a biological, adopted, or foster child, a stepchild, a legal ward, a child of a domestic partner, or a person to whom the employee stands in loco parentis.
- D. "Parent" means the biological, adoptive, step foster parent, or parent-in-law of an employee, or an individual who stands or stood in loco parentis (in place of a parent) to an employee when the employee was a child.
- E. "Spouse" means a husband or wife as defined or recognized under California State law for purposes of marriage.
- F. "Domestic Partner," as defined by Family Code §§ 297 and 299.2, shall have the same meaning as "Spouse" for purposes of CFRA Leave.
- G. "Designated person" means any individual related by blood or whose association with the employee is the equivalent of a family relationship. The designated person may be identified by the employee at the time the employee requests the leave. The Commission limits an employee to one designated person per 12-month period for family care and medical leave.
- H. "Serious health condition" means an illness, injury impairment, or physical or mental condition that involves:

1. Inpatient Care (i.e., an overnight stay) in a hospital, hospice, or residential medical care facility, including any period of incapacity (i.e., inability to work, or perform other regular daily activities due to the serious health condition, treatment involved, or recovery therefrom); or
2. Continuing treatment by a health care provider: A serious health condition involving continuing treatment by a health care provider includes any one or more of the following:
 - a) A period of incapacity (i.e., inability to work, or perform other regular daily activities) due to serious health condition of more than three full consecutive calendar days, and any subsequent treatment or period of incapacity relating to the same condition, that also involves:
 - i) Treatment two or more times within 30 days of the first day of incapacity, unless extenuating circumstances exist by a health care provider, by a nurse, or by a provider of health care services (e.g., a physical therapist) under orders of, or on referral by a health care provider. The first in-person treatment visit must take place within seven days of the first day of incapacity; or
 - ii) Treatment by a health care provider on at least one occasion which must take place within seven days of the first day of incapacity and results in a regimen of continuing treatment under the supervision of the health care provider. This includes for example; a course of prescription medication or therapy requiring special equipment to resolve or alleviate the health condition. If the medication is over the counter and can be initiated without a visit to a health care provider, it does not constitute a regimen of continuing treatment.
 - b) Any period of incapacity due to pregnancy or for prenatal care. (This entitles the employee to FMLA leave, but not CFRA leave. Under California law, an employee disabled by pregnancy is entitled to pregnancy disability leave.)
 - c) Any period of incapacity or treatment for such incapacity due to a chronic serious health condition. A chronic serious health condition is one which:
 - i) Requires periodic visits (defined as at least twice a year) for treatment by a health care provider or by a nurse;
 - ii) Continues over an extended period of time (including recurring episodes of a single underlying condition); and
 - iii) May cause episodic rather than a continuing period of incapacity (e.g., asthma, diabetes, epilepsy, etc.). Absences for such incapacity qualify for leave even if the absence lasts only one day.
 - d) A period of incapacity which is permanent or long term due to a condition for which treatment may not be effective. The employee or family member must

be under the continuing supervision of, but need not be receiving active treatment by, a health care provider.

- e) Any period of absence to receive multiple treatments (including any period of recovery therefrom) by a health care provider or by a provider of health care services under orders of, or on referral by, a health care provider, either for restorative surgery after an accident or other injury, or for a condition that would likely result in a period of incapacity of more than three consecutive calendar days in the absence of medical intervention or treatment.

I. "Health Care Provider" means:

- 1. A Doctor of Medicine or osteopathy who is authorized to practice medicine or surgery by the State of California;
- 2. Individuals duly licensed as a physician, surgeon, or osteopathic physician or surgeon in another state or jurisdiction, including another country, who directly treat or supervise treatment of a serious health condition;
- 3. Podiatrists, dentists, clinical psychologists, optometrists, and chiropractors (limited to treatment consisting of manual manipulation of the spine to correct a subluxation as demonstrated by X-ray to exist) authorized to practice in California and performing within the scope of their practice as defined under California State law;
- 4. Nurse practitioners and nurse-midwives, clinical social workers, and physician assistants who are authorized to practice under California State law and who are performing within the scope of their practice as defined under California State law;
- 5. Any health care provider from whom an employer or group health plan's benefits manager will accept certification of the existence of a serious health condition to substantiate a claim for benefits.

J. "Active Duty or Call to Active Duty Status" means a duty under a call or order to active duty (or notification of an impending call or order to active duty) in support of a contingency operation for members of the Reserve components, the National Guard, and certain retired members of the Regular Armed Forces and retired Reserve while serving on active duty status during a war or national emergency declared by the President or Congress.

K. "Contingency Operation" means a military operation that is (1) designated by the Secretary of Defense as an operation in which members of the United States Armed Forces are or may become involved in military actions, operations, or hostilities against an enemy of the United States or against an opposing military force; or (2) that results in the call to order to, or retention on, active duty members of the United States Armed Forces by law or any other provision of law during a war or national emergency declared by the President or Congress.

L. "Covered Servicemember" means (1) a current member of the Armed Forces, including a member of the National Guard or Reserves, who is undergoing medical treatment, recuperation, or therapy, is otherwise in outpatient status, or is otherwise on the temporary disability retired list, for a serious injury or illness incurred in the line of duty on active duty;

or (2) a veteran who is undergoing medical treatment, recuperation, or therapy, for a serious injury or illness and who was a member of the Armed Forces, including a member of the National Guard or Reserves, at any time during the period of five years preceding the date on which the veteran undergoes that medical treatment, recuperation, or therapy.

- M. "Outpatient Status" means, with respect to a covered servicemember, the status of a member of the Armed Forces assigned to either: (1) a military medical treatment facility as an outpatient; or (2) a unit established for the purpose of providing command and control of members of the Armed Forces receiving medical care as outpatients.
- N. "Next of Kin of a Covered Servicemember" means the nearest blood relative other than the covered servicemember's spouse, parent, son, or daughter, in the following order of priority: Blood relatives who have been granted legal custody of the covered servicemember by court decree or statutory provisions, brothers and sisters, grandparents, aunts and uncles, and first cousins, unless the covered servicemember has specifically designated in writing another blood relative as his or her nearest blood relative for purposes of military caregiver leave under the FMLA.
- O. "Serious Injury or Illness" (1) in the case of a member of the Armed Forces, including a member of the National Guard or Reserves, means an injury or illness that was incurred by the member in the line of duty on active duty in the Armed Forces (or existed before the beginning of the member's active duty and was aggravated by service in the line of duty on active duty in the Armed Forces) and that may render the member medically unfit to perform the duties of the member's office, grade, rank, or rating; or (2) in the case of a veteran who was a member of the Armed Forces, including a member of the National Guard or Reserves, at any time during the period of five years preceding the date on which the veteran undergoes that medical treatment, recuperation, or therapy, means a qualifying injury or illness that was incurred by the member in the line of duty on active duty in the Armed Forces (or existed before the beginning of the member's active duty and was aggravated by service in the line of duty on active duty in the Armed Forces) and that manifested itself before or after the member became a veteran.

III. Reasons For Leave

Leave is only permitted for the following reasons:

1. The birth of a child or to care for a newborn of an employee;
2. The placement of a child with an employee in connection with the adoption or foster care of a child;
3. Leave to care for a child, parent, spouse, domestic partner, grandparent, or designated person who has a serious health condition;¹

¹ FMLA allows for leave to care for a child, parent, or spouse only, while CFRA allows leave to care for a child, parent, spouse, domestic partner, grandparent, sibling, or designated person who has a serious health condition.

4. Leave because of a serious health condition that makes the employee unable to perform the functions of his/her position;
5. Leave for a "qualifying exigency" may be taken arising out of the fact that an employee's spouse, son, daughter, or parent is on active duty or call to active duty status in the National Guard or Reserves in support of a contingency operation; or
6. Leave to care for a spouse, son, daughter, parent, or "next of kin" servicemember of the United States Armed Forces who has a serious injury or illness incurred in the line of duty while on active military duty or existed before the beginning of the member's active duty and was aggravated by service in the line of duty on active duty in the Armed Forces (this leave can run up to 26 weeks of unpaid leave during a single 12-month period) (under the FMLA only, not the CFRA).

IV. Employees Eligible For Leave

An employee is eligible for leave if the employee:

1. Has been employed for at least 12 months; and
2. Has been employed for at least 1,250 hours during the 12-month period immediately preceding the commencement of the leave.

V. Amount of Leave

Eligible employees are entitled to a total of 12 workweeks (or 26 weeks to care for a covered servicemember under FMLA) of leave during any 12-month period. Where leave qualifies as both military caregiver leave and care for a family member with a serious health condition, the leave will be designated as military caregiver leave first.

A. Minimum Duration of Leave

If leave is requested for the birth, adoption or foster care placement of a child of the employee, leave must be concluded within one year of the birth or placement of the child. In addition, the basic minimum duration of such leave is two weeks. However, an employee is entitled to leave for one of these purposes (e.g., bonding with a newborn) for at least one day, but less than two weeks duration on any two occasions.

If leave is requested to care for a child, parent, spouse, or the employee him/herself with a serious health condition, there is no minimum amount of leave that must be taken. However, the notice and medical certification provisions of this policy must be complied with.

B. Spouses Both Employed By The Commission

Under CFRA, in any case in which a husband and wife both employed by the Commission are entitled to leave, each employee is entitled to 12 workweeks during any 12-month period if leave is taken for the birth or placement for adoption or foster care of the employees' child (i.e., bonding leave). However, under FMLA, such leave will be limited to the aggregate of 12 workweeks during any 12-month period.

Under FMLA, in any case in which a husband and wife both employed by the Commission are entitled to leave, the aggregate number of workweeks of leave to which both may be entitled may be limited to 26 workweeks during any 12-month period if leave is taken to care for a covered servicemember.

Except as noted above, this limitation does not apply to any other type of leave under this policy.

VI. Employee Benefits While on Leave

Leave under this policy is unpaid. While on leave, employees will continue to be covered by the Commission's group health insurance to the same extent that coverage is provided while the employee is on the job.

Employees may make the appropriate contributions for continued coverage under the preceding non-health benefit plans by payroll deductions or direct payments made to these plans. Depending on the particular plan, the Commission will inform you whether the premiums should be paid to the carrier or to the Commission. Your coverage on a particular plan may be dropped if you are more than 30 days late in making a premium payment. However, you will receive a notice at least 15 days before coverage is to cease, advising you that you will be dropped if your premium payment is not paid by a certain date. Employee contribution rates are subject to any change in rates that occurs while the employee is on leave.

If an employee fails to return to work after his/her leave entitlement has been exhausted or expires, the Commission shall have the right to recover its share of health plan premiums for the entire leave period, unless the employee does not return because of the continuation, recurrence, or onset of a serious health condition of the employee or his/her family member which would entitle the employee to leave, or because of circumstances beyond the employee's control. The Commission shall have the right to recover premiums through deduction from any sums due the Commission (e.g. unpaid wages, vacation pay, etc.).

VII. Substitution of Paid Accrued Leaves

While on leave under this policy, as set forth herein, an employee may elect to concurrently use paid accrued leaves. Similarly, the Commission may require an employee to concurrently use paid accrued leaves after requesting FMLA and/or CFRA leave and may also require an employee to use family and medical care leave concurrently with a non-FMLA/CFRA leave which is FMLA/CFRA-qualifying.

A. Employee's Right To Use Paid Accrued Leaves Concurrently With Family Leave

Where an employee has earned or accrued paid vacation, compensatory time, or personal or family leave that paid leave may be substituted for all or part of any (otherwise) unpaid leave under this policy.

An employee is entitled to use sick leave concurrently with leave under this policy if:

1. The leave is for the employee's own serious health condition; or

2. The leave is needed to care for a parent (including in-laws), spouse, child, registered domestic partner, grandparent, sibling, grandchild, or a designated person with a serious health condition, and would be permitted as sick leave under the Commission's sick leave policy.

B. Commission's Right To Require An Employee To Use Paid Leave When Using FMLA/CFRA Leave

Employees must exhaust their accrued leaves concurrently with FMLA/CFRA leave to the same extent that employees have the right to use their accrued leaves concurrently with FMLA/CFRA leave, with two exceptions:

1. Non-exempt employees are required to use accrued compensatory time earned in lieu of overtime earned pursuant to the Fair Labor Standards Act; and
2. Employees will only be required to use sick leave concurrently with FMLA/CFRA leave if the leave is for the employee's own serious health condition.

C. Commission's Right to Require an Employee to Exhaust FMLA/CFRA Leave Concurrently With Other Leaves

If an employee takes a leave of absence for any reason which is FMLA/CFRA-qualifying, the Commission may designate that non-FMLA/CFRA leave as running concurrently with the employee's 12-week FMLA/CFRA leave entitlement.

D. Commission's and Employee's Rights If an Employee Requests Accrued Leave without Mentioning Either the FMLA or CFRA

If an employee requests to utilize accrued vacation leave or other accrued paid time off without reference to a FMLA/CFRA-qualifying purpose, the Commission may not ask the employee if the leave is for a FMLA/CFRA-qualifying purpose. However, if the Commission denies the employee's request and the employee provides information that the requested time off is for a FMLA/CFRA-qualifying purpose, the Commission may inquire further into the reason for the absence. If the reason is FMLA/CFRA-qualifying, the Commission may require the employee to exhaust accrued leave as described above. The Commission may determine an illness qualifies under FMLA/CFRA in accordance with state and federal regulations.

VIII. Medical Certification

Employees who request leave for their own serious health condition or to care for a child, parent or a spouse who has a serious health condition must provide written certification from the health care provider of the individual requiring care if requested by the Commission.

If the leave is requested because of the employee's own serious health condition, the certification must include a statement that the employee is unable to work at all or is unable to perform the essential functions of his/her position.

Employees who request leave to care for a covered servicemember who is a child, spouse, parent, or "next of kin" of the employee must provide written certification from a health care provider regarding the injured servicemember's serious injury or illness.

The first time an employee requests leave because of a qualifying exigency, an employer may require the employee to provide a copy of the covered military member's active-duty orders or other documentation issued by the military which indicates that the covered military member is on active duty or call to active duty status in support of a contingency operation, and the dates of the covered military member's active duty service. A copy of new active-duty orders or similar documentation shall be provided to the employer if the need for leave because of a qualifying exigency arises out of a different active duty or call to active duty status of the same or a different covered military member.

A. Time To Provide A Certification

When an employee's leave is foreseeable and at least 30 days' notice has been provided, if a medical certification is requested, the employee must provide it before the leave begins. When this is not possible, the employee must provide the requested certification to the Commission within the time frame requested by the Commission (which must allow at least 15 calendar days after the employer's request), unless it is not practicable under the particular circumstances to do so despite the employee's diligent, good faith efforts.

B. Consequences For Failure To Provide An Adequate Or Timely Certification

If an employee provides an incomplete medical certification the employee will be given a reasonable opportunity to cure any such deficiency.

However, if an employee fails to provide a medical certification within the time frame established by this policy, the Commission may delay the taking of FMLA/CFRA leave until the required certification is provided.

C. Second and Third Medical Opinions

If the Commission has reason to doubt the validity of a certification, the Commission may require a medical opinion of a second health care provider chosen and paid for by the Commission. If the second opinion is different from the first, the Commission may require the opinion of a third provider jointly approved by the Commission and the employee but paid for by the Commission. The opinion of the third provider will be binding. An employee may request a copy of the health care provider's opinions when there is a second or third medical opinion sought.

D. Intermittent Leave Or Leave On A Reduced Leave Schedule

If employee requests leave intermittently (a few days or hours at a time) or on a reduced leave schedule to care for an immediate family member with a serious health condition, the employee must provide medical certification that such leave is medically necessary. "Medically necessary" means there must be a medical need for the leave and that the leave can best be accomplished through an intermittent or reduced leave schedule.

IX. Employee Notice of Leave

Although the Commission recognizes that emergencies arise which may require employees to request immediate leave, employees are required to give as much notice as possible of their need for leave. Except for qualifying exigency leave, if leave is foreseeable, at least 30 days' notice is required. In addition, if an employee knows that he/she will need leave in the future, but does not know the exact date(s) (e.g. for the birth of a child or to take care of a newborn), the employee shall inform his/her supervisor as soon as possible that such leave will be needed. Such notice may be orally given. If the Commission determines that an employee's notice is inadequate or the employee knew about the requested leave in advance of the request, the Commission may delay the granting of the leave until it can, in its discretion, adequately cover the position with a substitute.

For foreseeable leave due to a qualifying exigency, an employee must provide notice of the need for leave as soon as practicable, regardless of how far in advance such leave is foreseeable.

X. Reinstatement Upon Return From Leave

A. Right To Reinstatement

Upon expiration of leave, an employee is entitled to be reinstated to the position of employment held when the leave commenced, or to an equivalent position with equivalent employment benefits, pay, and other terms and conditions of employment. Employees have no greater rights to reinstatement, benefits, and other conditions of employment than if the employee had been continuously employed during the FMLA/CFRA period.

If a definite date of reinstatement has been agreed upon at the beginning of the leave, the employee will be reinstated on the date agreed upon. If the reinstatement date differs from the original agreement of the employee and Commission the employee will be reinstated within two business days, where feasible, after the employee notifies the employer of his/her readiness to return.

B. Employee's Obligation To Periodically Report On His/Her Condition

Employees may be required to periodically report on their status and intent to return to work. This will avoid any delays to reinstatement when the employee is ready to return.

C. Fitness-for-Duty Certification

As a condition of reinstatement of an employee whose leave was due to the employee's own serious health condition, which made the employee unable to perform his/her job, the employee must obtain and present a fitness-for-duty certification from the health care provider that the employee is able to resume work. Failure to provide such certification will result in denial of reinstatement.

D. Reinstatement of "Key Employees"

If an employee is on FMLA leave, the Commission may deny reinstatement to a "key" employee (i.e., an employee who is among the highest paid 10 percent of all employed by the Commission within 75 miles of the work site) if such denial is necessary to prevent substantial and grievous economic injury to the operations of the Commission, and the employee is notified of the Commission's intent to deny reinstatement on such basis at the time the employer determines that such injury would occur. This provision is not applicable when an employee uses leave under CFRA.

XI. Required Forms

Employees must fill out the following applicable forms in connection with leave under this policy:

1. "Request For Family or Medical Leave Form" prepared by the Commission to be eligible for leave. **NOTE: EMPLOYEES WILL RECEIVE A COMMISSION RESPONSE TO THEIR REQUEST WHICH WILL SET FORTH CERTAIN CONDITIONS OF THE LEAVE;**
2. Medical certification—either for the employee's own serious health condition or for the serious health condition of a child, parent, spouse, or domestic partner.
3. Authorization for payroll deductions for benefit plan coverage continuation; and
4. Fitness-for-duty to return from leave form.



STAFF REPORT
Board Meeting of November 29, 2023

AGENDA ITEM: 7-D

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

FY 2023-24 Overall Work Program & Budget (OWP) – Amendment No. 4

Enclosure: Yes

Action: Approve OWP & Budget – Amendment No. 4

SUMMARY:

Included in your package is Amendment No. 4 of the FY 2023-24 Overall Work Program & Budget. The revised Budget is \$2,755,614 (increase of \$3,000 from previously amended budget). The amendment reflects changes due to the following:

- Recognition of final federal Consolidated Planning Grant (CPG) allocations;
- Adjustments based upon actual expenditures; and,
- Adjustments in the assigned work hours for some of the work elements.

The amendment is recognized in the following accounts:

Revenues – (Increase \$3,000)

- FHWA PL – Increase \$1,986
- Complete Street PL – Decrease \$2,084
- FTA 5303 – Increase \$361
- TDA Carryover – Decrease \$1,871
- Member Assessment Fees – Increase \$432
- MCTA – Increase \$4,176

Salaries & Benefits – (No change)

Indirect Costs – (No change)

Other Direct Costs – (Increase \$3,000)

- Other MCTA Costs – Increase \$3,000

The amendment is reflected in all the OWP Work Elements except for WE – Regional Housing Planning Program (REAP 1.0), WE 102.1 – Regional Early Action Planning Grants of 2021 (REAP 2.0), WE 104 – Oakhurst Multimodal Corridor Study, and WE 105 – Regional Growth Forecast.

FISCAL IMPACT:

The 2023-24 Overall Work Program and Budget will increase by \$3,000.



OVERALL WORK PROGRAM Fiscal Year 2023-2024

Adopted April 19, 2023
Amendment No. 1 July 19, 2023
Amendment No. 2 September 20, 2023
Amendment No. 3 October 25, 2023
Amendment No. 4 November 29, 2023

Madera County Transportation Commission
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Madera, California 93637
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Work Element 101 Regional Transportation Plan / Sustainable Communities Strategy and Environmental Impact Report

Objective

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

Discussion

MCTC, as the State of California designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Planning Organization (MPO) for Madera County, is required to update the RTP every four years in compliance with guidelines established by the California Transportation Commission (CTC) and to remain consistent with Federal law. Federal requirements, as identified in MAP-21 and the FAST Act, includes consideration of metropolitan planning emphasis areas. Although the plan must be fiscally constrained, identified needs and recommended funding strategies beyond current financial capacity are included. This work element identifies staff time required to develop the plan, with recognition that RTP development also draws upon work activities within other modal elements identified in the Overall Work Program. The 2022 RTP was adopted by the MCTC Policy Board on August 31, 2022. The RTP is the primary planning document produced by MCTC and provides the policy basis for all major transportation infrastructure funding programs within the county.

This work element identifies staff time required to assemble information developed primarily through specific transportation modal elements identified in the OWP. The 2007 RTP was developed with SAFETEA-LU compliance consistent with the FHWA & FTA guidance provided by the MPO Planning Final Rule. The 2011 RTP Environmental Impact Report (EIR) also incorporated the greenhouse gas requirements of AB 32. The RTP was also developed in accordance with the 2007 RTP Guidelines adopted by the CTC. The 2017 RTP Guidelines were used for the development of the 2018 RTP and 2022 RTP. The 2014 RTP details an SCS funding implementation strategy focusing on a shift towards implementation of non-single occupancy vehicle trip transportation strategies with the goal of reducing per capita greenhouse gas tailpipe emissions. During the ongoing transportation planning process, staff compiles information into a consistent presentation format, verifies local, State, and Federal planning requirements, and submits amendments on regular updates for MCTC consideration. The stakeholders assisting in

the development and review of the RTP consist of the following: MCTC staff; local jurisdiction staffs; social service transportation agencies; Sheriff's department; Economic Development Department; School Districts; Native American Tribal Governments; consultants; and other interested public agencies and individuals. Additionally, the State Department of Housing and Community Development (HCD) consults with MCTC during the preparation of the Madera County Regional Housing Needs Assessment. This consultation ensures the coordination of information utilized for the preparation of the RTP.

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

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

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

MCTC staff worked with consultants where needed through the MCTC On-call Technical Services and Modeling Support Program to thoroughly analyze and report the findings of the SCS per Sustainable Communities Strategy Program and Evaluation Guidelines in fiscal year 2021/22 and 2022/23. MCTC evaluated impacts to disadvantaged communities in support of an equitably directed RTP and SCS.

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

MCTC, in conjunction with the other seven San Joaquin Valley MPOs, also retained Trinity Consulting for assistance with Air Quality related elements of the 2022 RTP/SCS, specifically related to SB 375 emissions analysis and evaluation of Federal criteria pollutants.

MCTC staff retained a consultant in August of 2021 to assist in a variety of outreach activities related to the development of the 2022 RTP/SCS. MCTC staff are and will continue to be engaged in outreach activities related to the RTP/SCS development. This process includes regular meetings with the RTP/SCS Oversight Committee and stakeholders. The Oversight Committee assists in making key recommendations on the direction of the RTP/SCS development. Stakeholders were engaged for comments and feedback in a variety of ways. Community workshops held for the RTP and for SCS scenario development, meetings made directly with interested individuals by request, information submitted in local publications, focused community surveys distributed online or at outreach functions and informational workshops held by MCTC staff. Due to the COVID-19 pandemic, MCTC staff focused on effective ways for interested individuals to participate online or remotely. The presence on social media for the project increased, access for online communications and meetings was bolstered and a project website were developed for computer or mobile phone access. Several activities focused on disadvantaged communities or traditionally underrepresented populations. Translation services as well as Americans with Disabilities Act accessibility requirements were met for informational documents and materials for the project. MCTC worked with a consultant to better ensure meaningful and effective outreach occurred through the duration of the 2022 RTP/SCS update process.

The SCS submittal and subsequent review by CARB staff is expected to take place during the 2022/23 and 2023/24 fiscal years. Activities in this element related to the start of development of the 2026 RTP/SCS and PEIR as well as maintenance of the 2022 RTP/SCS will be ongoing throughout the 2023/24 fiscal year. MCTC staff will begin to collect new transportation, housing, and demographic data to update planning tools relevant to the development of the 2026 RTP.

Performance Monitoring Measures

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

California Planning Emphasis Areas

Performance Management

MCTC completed a Project Prioritization Study in 2021 that prioritized all regional projects. The prioritization criteria placed more emphasis on environmental impacts and investment in underserved communities. The project scoring parameters from the Project Prioritization Study were considered in the 2022 RTP/SCS project planning process. Projects are advanced for programming in the FTIP thereafter based upon deliverability within the four-year element of the FTIP. The 2022 RTP utilizes performance measures to

prioritize projects for each scenario developed for the SCS. The current prioritization criteria are found in the MCTC Project Prioritization Study and are summarized here:

- Consistency with current regional and local plans and policies
- Congestion relief
- Improves air quality and reduces greenhouse gas (GHG) emissions
- Provides improved access to activity centers
- Improves safety
- Supports other modes of transportation
- Estimated project timing (more imminent projects are higher priority)
- Serves smart growth development and/or Sustainable Communities Strategy goals
- Avoids negative environmental impacts on environmental justice, minority and low-income communities, and Native American historic, cultural, and sacred sites
- Improves congested corridors or provides alternative relief to congested corridors
- Provides access to other modes of transportation
- Project is within (serves) a disadvantaged community as indicated by pollution burden
- Project is within (serves) a disadvantaged community as indicated by population characteristics

MCTC integrated Federal performance management requirements to improve project decision-making through performance-based planning and programming to choose the most efficient investments for Federal transportation funds as they are applicable to the region. The performance measures (PM) for the Federal highway programs include:

PM 1: HSIP and Safety Performance

PM 2: Pavement and Bridge Condition Performance

PM 3: System Performance/Freight/CMAQ Performance

Previous Work

- 2018 RTP/SCS
- PEIR for the 2018 RTP/SCS
- SCS SB375 Compliance Evaluation Report for the 2018 RTP/SCS
- 2018 RTP/SCS Amendment 1
- Outreach Report Chapter of RTP/SCS to document comprehensive outreach activities, materials and input received.
- SCS Report for the RTP/SCS including scenario development process, scenario characteristics, scenario performance
- Equity Analysis Report for the RTP/SCS including assessment of impacts to disadvantaged communities and equitability of planned investments
- 2022 RTP/SCS
- PEIR for the 2022 RTP/SCS
- Amendments to the 2018 RTP as necessary

Product

1. Finalize SCS Evaluation Report

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

Tasks

Task	Description and Responsible Party	% of Work
101.1	<p>Finalize SCS Evaluation Report</p> <ul style="list-style-type: none"> • Prepare SCS submittal report to CARB • Populate technical data tables with travel behavior data from results of 2022 RTP/SCS • Finalize SCS performance report responsive to Sustainable Communities Strategy Program and Evaluation Guidelines <p>Responsible Party: MCTC Staff (July 2023 through Sept 2024)</p>	20%
101.2	<p>Amendments to the 2022 RTP, as needed</p> <ul style="list-style-type: none"> • As needed, amend the 2022 RTP • As needed, prepare emissions analysis for significant amendments to the 2022 RTP <p>Responsible Party: MCTC Staff (July 2023 through June 2024)</p>	30%
101.3	<p>Collect data for the development of the 2026 RTP/SCS</p> <ul style="list-style-type: none"> • Update planning tools with latest available data for transportation, housing, and demographics. <p>Responsible Party: MCTC Staff (July 2023 through September 2024)</p>	50%
	Total	100%

FTE: .45

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

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	

Madera County Transportation Commission
Overall Work Program Fiscal Year 2023-24

Item 7-7-D.

<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	19,058	Direct Wages/Benefits plus Indirect:	166,158
MCTA			
FHWA-PL	147,100		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	166,158		
Total:	166,158	Total:	166,158

Work Element 201 Transit

Objective

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

Discussion

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

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

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

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

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

MCTC staff will continue to work closely with the Transit Advisory Board (TAB) and monitor transit issues in the City of Madera.

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

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

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

Partnered with UC Davis, Valley MPOs, and Michael Sigala of Sigala Inc., MCTC staff was involved in a study regarding alternatives for meeting transit needs in rural San Joaquin Valley. The project goal is to develop a pilot program in all eight counties in the Valley for new, technology-driven mobility service that meet transit needs of rural and disadvantaged residents, is cost-effective and financially sustainable, and helps achieve VMT and GHG targets. The final report was released in September 2017.

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

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

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

Previous Work

1. Transit Plans.
2. 2018 Regional Transportation Plan – Public Transportation Element.

3. Social Services Transportation Inventory and Action Plan.
4. City of Madera Fixed Route Feasibility Study.
5. Short Range Transit Plan – 2022/23 – 2026/27.
6. Conduct scientific public survey of Eastern Madera County Residents regarding potential transit system between Fresno and Yosemite National Park – 2013.
7. UC Davis Alternatives for Meeting Transit Needs in Rural San Joaquin Valley Study.
8. Coordinated with member agencies regarding Transit Asset Management (TAM) Plans.
9. Public Transportation Safety Plan Targets (PTASP) coordination.
10. Updated Transit MOUs – March 2020

Product

1. Transit services database for Madera County to include GIS maps of service areas.
2. Document tribal government-to-government relations.
3. Review transit operator agreements and update if needed.
4. Coordinate with member agencies regarding Transit Asset Management (TAM) Plans.
5. Review and update various transit plans.
6. Set PTASP targets for the region.

Tasks

Task	Description and Responsible Party	% of Work
201.1	Transit Service Inventory <ul style="list-style-type: none"> Continue to maintain and update information for the transit services inventory Responsible Party: MCTC Staff (Monthly, July 2023 to June 2024)	10%
201.2	Monitor Information for RTP Update <ul style="list-style-type: none"> Monitor information for update of the RTP Responsible Party: MCTC Staff (Monthly, July 2023 to June 2024)	25%
201.3	Transit Operator Agreements <ul style="list-style-type: none"> Review transit operator agreements and update as necessary Responsible Party: MCTC Staff (Quarterly, July 2023 to June 2024)	10%
201.4	Consultation, Coordination, and Collaboration for Environmental Justice <ul style="list-style-type: none"> Consultation, coordination and collaboration with tribal governments and farmworker transportation groups as needed to ensure that environmental justice requirements are being addressed/complied with. Responsible Party: MCTC Staff (Quarterly, July 2023 to June 2024)	15%

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201.5	<p>Consultation, Coordination, and Collaboration for Outreach</p> <ul style="list-style-type: none"> Continue to coordinate and collaborate with Environmental Justice communities and Disadvantage Communities to ensure outreach is being properly conducted. <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	10%
201.6	<p>Transit Advisory Board Participation</p> <ul style="list-style-type: none"> Participation on Transit Advisory Board and monitor related transit agencies. <p>Responsible Party: MCTC Staff (Quarterly, July 2023 to June 2024)</p>	10%
201.7	<p>Transit Asset Management (TAM) Plan Coordination</p> <ul style="list-style-type: none"> Transit Asset Management (TAM) Plan coordination with transit agencies. <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	10%
201.8	<p>Public Transportation Safety Plan Target Coordination</p> <ul style="list-style-type: none"> Public Transportation Safety Plan Target coordination with transit agencies. <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	10%
Total		100%

FTE: .23

201 Transit

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	10,262	Direct Wages/Benefits plus Indirect:	89,472
MCTA			
FHWA-PL			
FTA-Section 5303	79,210		
STIP – PPM			
Other			
Subtotal	89,472		
Total:	89,472	Total:	89,472

Work Element 202 Rail

Objective

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process for rail modes consistent with the principles of livable communities. To incorporate CAPTI objectives, such as, improving transit, rail and shared mobility options and encouraging efficient land use.

Discussion

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

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

MCTC staff will monitor the development of the California High-Speed Train. With the passage of Proposition 1A in November 2008, the High-Speed Train project was given an infusion of \$9.95 billion in bond funding. The California High-Speed Rail Authority has divided the proposed system into several segments for the purpose of Project-level Preliminary Engineering Design and Environmental analysis. Since Madera County sits on the **“wye-connection” between three of these segments (San Jose-Merced, Merced-Fresno, and Fresno-Bakersfield)**, MCTC staff will attend meetings and engage in other forms of stakeholder outreach to ensure that the County is fully represented at every step of the process. The 2012 CHSRA Business Plan funded the construction of the first phase of the segment through Madera and Fresno counties with the sale of Prop 1A bonds to match Federal CHSRA grant funds beginning in 2014. The 2018 RTP/SCS addresses local connectivity to the Merced and Fresno stations focusing on Amtrak along the SR 99 corridor and BRT along the SR 41 corridor into Fresno.

In 2016 the California High Speed Rail Authority released its 2016 Business Plan. The plan called for a transfer of riders from Amtrak and High-Speed Rail to take place in Madera due to the proximity of the proposed High Speed Rail alignment and the existing alignment of the BNSF railroad Amtrak currently operates on. MCTC Staff is engaged with staff from Madera County, City of Madera, San Joaquin Joint Powers Authority and CHSRA in planning for an inclusive and effective transfer station between Amtrak and High-Speed Rail in Madera. The long-term vision is to encourage efficient land use in the immediate vicinity of the new station and Madera Community College.

The 2022 HSR Business Plan proposes to fully develop the San Joaquin Valley Segment between Bakersfield and Merced for early service. Beginning in 2029. A new single Merced Multimodal Station will connect high-speed rail to the regional Altamont Corridor

Express (ACE) and the intercity Amtrak San Joaquins service, which will be truncated in Merced. Staff will continue to work with its partners in this planning effort throughout the 2023-2024 fiscal year.

The "Intercity Passenger Rail Act of 2012" (AB 1779), was enacted on September 29, 2012. AB 1779 reauthorizes regional government agencies' ability to form the San Joaquin Joint Powers Authority (SJPA) to take over the governance/management of the existing San Joaquin intercity passenger rail service between Bakersfield-Fresno-Modesto-Stockton-Sacramento-Oakland. Madera County is represented on the SJPA Board by an MCTC Commissioner backed by an additional MCTC Commissioner as an Alternate.

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

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

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

In 2020, the San Joaquin Joint Powers Authority Board Certified an Initial Study/Mitigated Negative Declaration for a project to relocate the Madera Amtrak station to Avenue 12 in Madera County. The construction, relocation and opening of the station was expected to occur within the next four years.

In 2021, contractors were chosen by the San Joaquin Joint Powers Authority for engineering services and buildout for the Madera Station Relocation Project. Engineering is estimated to be completed in 2024, and complete buildout of the new station is estimated to be completed in 2026. SJPA anticipates additional funding needs to

complete the HST platform and intends to pursue state and federal programs. The HST is expected to begin service in the San Joaquin Valley by 2030.

On April 4, 2022, Caltrans, Division of Transportation Planning announced Madera County was awarded a Sustainable Transportation Planning Grant. Madera County was awarded \$450,000 for the Madera Station Relocation Transit Area Specific Plan Project.

On March 24, 2023, the San Joaquin Joint Powers Authority approved an agreement for project development services and an agreement for preliminary engineering services for \$433,800 and \$514,800 respectively. The SJJPA also intends to seek \$1.2 million in State Rail Assistance Funding for the project.

Madera County will lead the project in partnership with the City of Madera, Madera County Transportation Commission, San Joaquin Joint Powers Authority (SJJPA), California High Speed Rail Authority (CHSRA), and Caltrans. This effort will guide the design and land-use in the vicinity of the station area as well as enable Madera County to promote economic development, encourage station area development, and enhance multi-modal access connections between the station, the City of Madera, Madera Community College, and other surrounding communities throughout Madera County and northern Fresno County.

Previous Work

1. Monitored rail development plans for Multimodal facility in Madera and relocation of Amtrak station.
2. Member of the Madera County High Speed Rail Technical Working Group.
3. Incorporated livability/sustainability PEA principles in RTP development.

Product

1. Updated information on rail planning for inclusion in the updates of the RTP.
2. Staff reports on rail issues.
3. Minutes from the San Joaquin Joint Powers Authority and San Joaquin Valley Rail Committee meetings.

Tasks

Task	Description and Responsible Party	% of Work
202.1	<p>Review Planning issues related to rail</p> <ul style="list-style-type: none"> • Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems • Incorporate findings into the RTP/SCS where applicable <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	15%

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202.2	Provide staff analysis of available funding resources for rail planning projects <ul style="list-style-type: none"> Analyze and share information for new and existing resources able to support the regions multi-modal systems Responsible Party: MCTC Staff (July 2023 to June 2024)	15%
202.3	Participate in meetings/workshops related to rail <ul style="list-style-type: none"> Participate in reoccurring meetings and workshops hosted by local, regional, state, and Federal partners related to multi-modal transportation Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
202.4	Participate in San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee <ul style="list-style-type: none"> Participate in activities related to the San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee, and other commuter rail subjects of interest to the Madera region as needed. Responsible Party: MCTC Staff (July 2023 to June 2024)	30%
202.5	Participate in the Madera Station Relocation Transit Area Specific Plan Project <ul style="list-style-type: none"> Support Madera County staff in partnership with the City of Madera, Caltrans, CHSRA, and CalSTA in the development of the Plan. Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
Total		100%

FTE: .06

202 Rail

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	21,200	Direct Wages/Benefits plus Indirect:	21,200
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	21,200		
Total:	21,200	Total:	21,200

Work Element 301 Active Transportation and Complete Streets Planning - CS

Objective

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process with Federal, State, and Local partners for active transportation programs consistent with the principles of livable communities. To incorporate CAPTI objectives, such as expanding access to safe and convenient active transportation options.

Discussion

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process with Federal, State, and Local partners for active transportation programs, including complete streets, consistent with the principles of livable communities that increase safe and accessible options for multiple travel modes for people of all ages and abilities.

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

The Bicycle and Pedestrian Facilities Plan was replaced by the 2018 Madera County Regional Active Transportation Plan (ATP) which includes an audit of the bicycle and pedestrian networks, safety assessments, recommendations, and public outreach. The ATP lays the groundwork for an ongoing active transportation program to be utilized in all Madera County jurisdictions.

A Complete Streets Policy Guide was also adopted in 2018 to assist local jurisdictions with the adoption of their own Complete Streets Policy. Complete Streets policies ensure a connected network of streets that are accessible to all users which can encourage mode shift to non-motorized transportation that will support the goals and objectives of the Active Transportation Plan and the Sustainable Communities Strategy.

Under the new federal transportation bill, 2.5% of federal planning funds was set aside to help address complete street activities. This work element addresses this requirement and uses these set aside funds to help with eligible complete street activities.

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

Caltrans District 6 worked with the Headquarters Smart Mobility and Active Transportation Branch in developing the California Active Transportation Plan (CAT).

Each District developed a CAT Plan. District 6 developed communication with internal District 6 functional units such as Traffic Operations, Design, Public Information Office, and Asset Management. Stakeholder engagement was conducted throughout the development of the plan using map-based tools. There was a specific focus on engagement with disadvantaged communities.

Work done during CAT Plan development to engage disadvantaged communities and develop contextual guidance for selecting bike/pedestrian facilities needed for SHOPP Project Initiation Report documents will continue in the future.

Previous Work

1. Updated information on complete streets, bicycle, and pedestrian facilities for inclusion in the 2014, 2018, and 2022 RTPs.
2. Incorporated livability/sustainability PEA principles in RTP development.
3. Conducted Pedestrian Safety Assessment with City of Madera.
4. Adopted the Madera County Regional Active Transportation Plan in 2018.
5. Adopted the Complete Streets Policy Guide in 2018.
6. Created Interactive ATP webpage.
7. Participated in ATP meetings with Federal, State and Local agencies.
8. Updated information on bicycle and pedestrian facilities for inclusion in the 2022 RTP.

Product

1. Prepare staff reports on non-motorized issues, including complete streets.
2. Continue collaboration with Federal, State and Local agencies regarding complete streets, bicycle, and pedestrian facilities.
3. Work with Local agencies to encourage the inclusion of complete streets, bicycle, and pedestrian facilities in their planning processes.
4. Support and encourage Local agencies to seek funding for complete streets, bicycle, and pedestrian facility projects.

Tasks

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Task	Description and Responsible Party	% of Work
301.1	Review Planning issues related to bicycle and pedestrian facilities <ul style="list-style-type: none"> • Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems, including complete streets • Incorporate findings into the RTP/SCS where applicable Responsible Party: MCTC Staff (July 2023 to June2024)	25%
301.2	Provide staff analysis of available funding resources for non-motorized planning projects <ul style="list-style-type: none"> • Analyze and share information for new and existing resources able to support the regions multi-modal systems, including complete streets Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
301.3	Participate in meetings/workshops related to complete streets, bicycle and pedestrian facilities <ul style="list-style-type: none"> • Participate in meetings and workshops hosted by Federal, State, and Local, partners related to multi-modal transportation, including complete streets. Estimated number of meetings could be twice monthly. Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
301.4	Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments <ul style="list-style-type: none"> • Collect any important data and information related to maintaining or updating the Active Transportation Plan, including Complete Streets Policies • Update the ATP webpage as needed Responsible Party: MCTC Staff (July 2023 to June 2024)	35%
	Total	100%

FTE: .24

301 Active Transportation Planning - CS

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	

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<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	87,650
MCTA			
FHWA-PL	57,194		
Complete Streets-PL	20,403		
FTA-Section 5303			
STIP – PPM (Match)	10,053		
Other			
Subtotal	87,650		
Total:	87,650	Total:	87,650

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

Objective

To maintain a continuing, cooperative, and coordinated regional Goods Movement, Streets, and Highways planning process which coordinates with our San Joaquin Valley partners and is also responsive to local needs and to State and Federal planning requirements. To incorporate CAPTI objectives, such as improving goods movement and infrastructure.

Discussion

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

State Route 99 Coordination

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

Throughout this process is the potential consideration by the State of interstate status for State Route 99. At the prompting of various valley interests, the Governor did issue a letter stating, without any financial commitment, that interstate status should be investigated. Caltrans in consultation with the Federal Highways Administration determined that pursuing interstate status was not feasible at this time but will re-evaluate in the future.

San Joaquin Valley Interregional Goods Movement Plan

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

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

San Joaquin Valley Goods Movement Sustainable Implementation Plan

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

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

San Joaquin Valley I-5 Goods Movement Plan

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

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

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

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

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

Short Haul Rail Intermodal Facilities in the San Joaquin Valley.

Origin/Destination and Fiscal Impact Study

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

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

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

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

State Route 99 Multimodal Corridor Plan

A multi-District effort (Districts 3, 6, and 10) has been underway since late 2019 to update the published plans for SR 99 (the 2003 Transportation Concept Report, the 2008 Rural Corridor System Management Plan (CSMP), the 2009 Urban CSMP, and the Route 99 Business Plan, most recently updated in 2020) by developing a Comprehensive Multimodal Corridor Plan (CMCP) for SR 99 through the Central Valley (from I-5 junction to U.S. 50). Outreach for the CMCP development began in earnest with a two-day hybrid SR 99 Summit Event held in March 2022 with over 70 in-person attendees and representatives from Caltrans Districts 6 and 10, Headquarters Divisions, local partner

agency representatives, elected officials, and Community-Based Organizations from the Central Valley. The SR 99 CMCP will develop a shared vision and implementation plan for the SR 99 corridor that aligns with State goals and policies while meeting the needs of agency partners, stakeholders, and the traveling public. The CMCP will revise the prior vision to align with current activity and direction, thereby comprehensively addressing the unique challenges of the corridor. Pending approval for contract execution, the estimated completion date for the CMCP will be in Fiscal Year 2024-25.

MCTC will participate with Caltrans CMCP development in the following capacity:

- Participate in the kick-off meeting for the CMCP development, along with Caltrans Districts 3, 6, and 10, other Valley MPOs. **Consideration will be given to MCTC's past documents, studies, modeling, and community outreach/engagement relevant to SR 99 to help establish a foundation for the CMCP;**
- Participate as a member of the CMCP Stakeholder Team for the duration of the CMCP development, including potentially as part of a Technical Advisory Committee (TAC); the CMCP Stakeholder Team will meet up to eight times (once each quarter for the duration of CMCP development, anticipated to last 2 years);
- Participate in the development of a Public Engagement Plan for CMCP engagement;
- In partnership with Caltrans and stakeholders, MCTC will collaborate on hosting at least two workshops for public outreach and engagement (the same will occur in all other counties in Districts 6 and 10, plus Sacramento County for District 3); the goal of these public outreach and engagement activities is to gather community, stakeholder, and local agency input to identify needs and solicit innovative ideas and shape potential solutions to transportation issues within the corridor; said comments will note county, state route, and closest street interchange/intersection(s) identified in the comments, or if comments don't apply to any specific geographic location; and
- If participating as a member of a TAC for the CMCP, MCTC will help finalize the scope, approach, and schedule of the MPO travel demand modeling and micro/mesosopic simulation analysis; to assemble available traffic and model data such as freeway mainline and ramp volumes, arterial street volumes, intersection volumes, signal timing plans, bicycle, and pedestrian counts and transit ridership data. Traffic volumes and Travel Time data will be assembled from existing and available sources, including from PeMS (at locations having 80% or greater observed percentage), the National Performance Management Research Data Set (NPMRDS), Transportation System Network (TSN), Inrix, signal timing plans, and ramp metering rates. Recent traffic studies along the study corridor will be reviewed for data.

Trade Port California

In 2019, the Central Valley Community Foundation along with the San Joaquin Valley Air Pollution Control District, The Ports of Long Beach, and Los Angeles, all eight counties of the San Joaquin Valley, and other partners initiated a California Inland Port Feasibility

Analysis. The purpose of the study was to assess the viability of establishing a rail-served inland port project in California. The study was conducted by Global Logistics Development Partners (GLD Partners), an investment advisory firm specializing in transportation and logistics investments.

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

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

Fresno Council of Governments acting as the project lead on behalf of the San Joaquin Valley has submitted an application for the former California Inland Port, now referred to as the Trade Port California project, for the State of California's FY 2022/23 Port and Freight Infrastructure Program. CalSTA will award up to \$1.2 billion through this program with \$600 million available for projects in 2022-23 and \$600 million in 2023-24, consistent with funding availability.

Seventy percent of this funding is to be used to support infrastructure projects supporting goods movement related to the Port of Los Angeles, the Port of Long Beach, or both. The remaining thirty percent is to be directed to other high-priority projects supporting ports and goods movement infrastructure in the rest of the state, including inland ports.

MCTC will continue to support progress towards implementing the Trade Port California project under the leadership of Fresno Council of Governments project management.

Previous Work

1. Provided technical support and participated in the Fresno-Madera County Freeway Interchange Deficiency Study – Phase I & II.
2. San Joaquin Valley Goods Movement Action Plan.
3. Participation in Goods Movement Studies: Study of San Joaquin Valley Interregional Goods Movement Plan, San Joaquin Valley Goods Movement Sustainable Implementation Plan, and the San Joaquin Valley I-5/SR 99 Goods Movement Corridor Study.
4. San Joaquin River Regional Transportation Study.
5. Participation on VTA sponsored SR 152 Trade Corridor Study.

6. Participation in SR 99 and SR 41 Congestion Management Plans.
7. Participation in the San Joaquin Valley Interregional Goods Movement Plan.
8. Study of Short-Haul Intermodal Facilities in the San Joaquin Valley.
9. Origin/Destination with Fiscal Impact Study

Product

1. Staff reports on various corridor and project level traffic studies, including SR 41 High Emphasis Focus Route, SR 49 designation, and SR 99.
2. Data pertinent to accurate modeling of travel data on goods movement corridors.
3. Participate in the development of Phase III of the San Joaquin Valley Inland Port Feasibility Study
4. Participate with the development of the SR 99 Multimodal Corridor Plan.

Tasks

Task	Description and Responsible Party	% of Work
401.1	Review local agency circulation elements including goals, policies, and objectives <ul style="list-style-type: none"> Provide feedback and comments as necessary Responsible Party: MCTC Staff (July 2023 to June 2024) Estimated frequency: Biannually, or as needed	10%
401.2	Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies <ul style="list-style-type: none"> Provide feedback and comments as necessary Responsible Party: MCTC Staff (July 2023 to June 2024) Estimated frequency: Quarterly, or as needed	20%
401.3	Prepare staff analysis on various studies, plans, and reports on the State Highways System as needed <ul style="list-style-type: none"> Provide feedback and comments as necessary Responsible Party: MCTC Staff (July 2023 to June 2024) Estimated frequency: Quarterly, or as needed	15%
401.4	Participate where applicable with the Trade Port California project development <ul style="list-style-type: none"> Assist with stakeholder engagement for the project Provide feedback and comments on the continued development of the project (July 2023 to June 2024)	20%

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401.5	Participate and provide technical support for the SR 99 Multimodal Corridor Plan <ul style="list-style-type: none"> Participate in plan kickoff meeting Provide feedback and comments on the development of the plan Assist with public engagement for the plan Responsible Party: MCTC Staff (July 2023 to June 2024) Estimated frequency: Monthly, or as needed	35%
	Total	100%

FTE: .15

401 Highways, Corridors, and Routes of Regional Significance

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	5,982	Direct Wages/Benefits plus Indirect:	52,151
MCTA			
FHWA-PL	46,169		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	52,151		
Total:	52,151	Total:	52,151

Work Element 501 Transportation Program Development

Objective

To identify transportation improvements proposed for implementation within the four-year time frame of the Federal Transportation Improvement Program (FTIP), and other associated documents and plans, in compliance with State and Federal requirements. To incorporate CAPTI objectives, such as expanding access to safe and convenient active transportation options, improve goods movement systems and infrastructure, improve transit, rail, and shared mobility options, advance zero emission vehicle technology, and supportive infrastructure, expand access to jobs, goods, services and education.

Discussion

State law and Federal regulations require regional transportation planning agencies to prepare transportation improvement programs (FTIPs). FTIPs are formulated at three levels: regional, State and Federal. In order for a transportation project to receive State or Federal funding or project approvals, the project must be advanced from an air quality conforming RTP and FTIP. The FTIP is a short-range, four-year capital improvement program which is updated biennially to satisfy Federal requirements. Projects are advanced from the Regional FTIP to the Federal STIP by Caltrans following an air quality conformity finding by MCTC as the recognized Metropolitan Planning Organization (transportation planning agency). Work will begin on the 2025 FTIP in Winter 2023 and will be completed in Summer 2024.

State legislation (Senate Bill 45) restructured the STIP development process and places increased responsibility on local agencies for identifying and advancing projects for State Transportation Improvement Program (STIP) programming. Funding is now made available based on a 75%/25% county minimum and Caltrans split. The "local share" is apportioned to the county based upon the old "county minimums" formula. The "local share" is now programmed by MCTC pursuant to certain project eligibility requirements as identified in STIP guidelines. The MCTC also has the option to bid for projects in the 25% Caltrans share subject to specific conditions. The STIP has a five-year programming period which is updated biennially by the region and approved by CTC. Each year involves considerable effort by staff to monitor developments related to the implementation of revised STIP requirements.

Under Federal transportation legislation, MCTC is responsible for Federal funding programs: Regional Surface Transportation Block Grant Program (RSTP); the Congestion Mitigation and Air Quality Program (CMAQ); Carbon Reduction Program (CRP); and other Federal funding sources. Project funding decisions on these three sources are under the MCTC's control within Federal program guidance. Appropriate prioritization and selection processes for the region was consistent with the requirements of Federal

transportation legislation. MCTC is eligible to exchange its RSTP funds for State funds. Additionally, all three performance measures have been established for the 2023 FTIP and updates will be incorporated in the 2025 FTIP.

Assembly Bill 1012 was enacted into law during February of 1999 to speed up the delivery of RSTP, and CMAQ, projects. The legislation establishes "Program Delivery Advisory" teams representing State, Regional and Local Transportation Officials. The team's main goal is to assist in the expeditious delivery of transportation projects and to expedite the use of the large cash balance in the State Highway Account. One of the main objectives of the project delivery teams was to seek ways in which to integrate environmental reviews more extensively into the transportation planning process. The Caltrans' Environmental Review team and local agencies are investigating ways in which to coordinate activities with resources and permit agencies; to establish increased use of environmental inventories to identify sensitive areas; and improve analytical tools to speed up deliver of projects.

The legislation also provides that funds apportioned for Federal transportation programs shall remain available for three Federal fiscal years. The funds are subject to a "use it or lose it" legal requirements. MCTC in conjunction with its member agencies will be responsible for establishing project delivery and obligation authority milestones through preparation of AB 1012 Obligation Plans. These Plans will be prepared utilizing the recommended Caltrans format and will indicate monthly the amounts of Federal funds anticipated to be obligated.

The State Department of Transportation (Caltrans) in cooperation with State Metropolitan Planning Organizations has developed the California Transportation Improvement Program System (CTIPS). CTIPS is a project programming database that enables secure electronic information sharing between Caltrans and MPOs. The CTIPS project, funded by Caltrans, was initiated several years ago by the Data Base Users Group (DBUG), a joint Caltrans-MPO transportation information and programming group. It was determined that State and regional transportation planning and programming areas should be supported with the best available information and databases. CTIPS has resulted in enhanced State and regional decision-making capabilities.

MCTC staff provides continued project monitoring for federally funded projects and assists member agencies with programming projects. MCTC staff will continue to participate with California Financial Planning Group (CFPG) meetings to discuss programming issues statewide. MCTC staff will coordinate with the eight (including MCTC) San Joaquin Valley MPOs with Inter-Agency Consultation (IAC) partners and participate in conference calls as required. Staff will continue with meetings with member agencies and reports to the MCTC Board to help reduce or eliminate obligation delays and loss of funding on projects programmed in the FTIP. MCTC staff will provide oversight and will monitor federally funded projects for timely obligation, project expenditures, and final invoicing between Caltrans and member agencies. MCTC staff will assist member agencies with programming any federally funded project into the FTIP and procuring the authorization to proceed (E-76) from Caltrans District Local Assistance. As part of the monitoring process, an annual obligation plan is submitted to Caltrans to help ensure the

obligation of funds has commenced to comply with the provisions of AB 1012 (timely use of funds). Staff conducts meetings as necessary with member agencies to discuss project progress, obligation status, and to provide assistance when needed.

The Policy Board has granted the Executive Director the authority to approve Type 1-3 FTIP Amendments.

Previous Work

1. Exchanged RSTP.
2. Programmed CMAQ funding consistent with adopted Expedited Project Selection Process (EPSP).
3. Coordinated FTIPs with RTIPs.
4. Provided updated information to member agencies concerning AB 1012 activities and new State requirements for the "timely use" of State and Federal funds.
5. Prepared "local" Obligation Plans for the CMAQ program to track regional obligation progress in meeting AB 1012 requirements.
6. Entered MOU with Caltrans to "Lump-Sum" the State Highway Operation and Protection Program (SHOPP) to help accelerate the delivery of State projects.
7. Adopted previous Madera County FTIPs and Air Quality Conformity Findings.
8. Various FTIP amendments.
9. Adopted RTIPs.
10. Annual Listing of Obligated Projects: 2002-2022.
11. Conducted a CMAQ Call for Projects in FY 19-20.
12. 2023 FTIP and Air Quality Conformity Analysis adopted in August 2022.

Product

1. 2025 FTIP.
2. Air Quality Analysis for the 2025 FTIP.
3. Amendments to the 2023 FTIP and Air Quality Conformity Analysis.
4. Staff analysis of project funding available to Madera County.
5. Public Notices and Inter Agency Consultation.
6. RSTP appropriation process.
7. Project selection and implementation of CMAQ/CRP Program.
8. Local Obligation Plans for CMAQ per AB 1012 requirements.
9. Federal Annual Listing of Obligated Projects.
10. CMAQ Annual Obligation report.
11. Additional STIP revisions.
12. CMAQ/CRP Call for Projects in 2023.
13. Prepare and adopt 2024 RTIP.

Tasks

Task	Description and Responsible Party	% of Work
501.1	Review California Transportation Commission Fund Estimates and policies <ul style="list-style-type: none"> Review State funding estimates and policy guidelines and updates. Responsible Party: MCTC Staff (July 2023 to June 2023 through fall 2024)	2%
501.2	Review Caltrans IIP and solicit local agency input <ul style="list-style-type: none"> Review State transportation planning and coordinate with local agencies. Responsible Party: MCTC Staff (July 2023 to June 2024 - as needed/required through entire Fiscal Year, as requested by State and local agencies)	3%
501.3	Begin preparation of 2025 FTIP and Air Quality Conformity Documents and amend 2023 FTIP, as needed <ul style="list-style-type: none"> Begin preparation of 2025 FTIP and Air Quality Conformity Analysis for the 2025 FTIP and 2022 RTP. Continue to amend the 2023 FTIP on an as needed basis. Responsible Party: MCTC Staff (July 2023 to June 2024 - as needed/required through entire Fiscal Year, as requested by State and local agencies)	60%
501.4	Coordination of FTIP and RTP <ul style="list-style-type: none"> Ongoing coordination of the 2023 FTIP and 2022 RTP. Responsible Party: MCTC Staff (July 2023 to June 2024 - as needed/required through entire Fiscal Year)	10%
501.5	Prepare, submit, and upload various CMAQ Reports <ul style="list-style-type: none"> Prepare annual reports for the CMAQ Program and input to Federal database. Responsible Party: MCTC Staff (4 Quarter 2023)	5%
501.6	Prepare and submit AB 1012 Report <ul style="list-style-type: none"> Prepare and submit annual AB 1012 Report to Caltrans Division of Local Assistance on status of CMAQ obligations for the Fiscal Year. Coordinate with local agencies. Responsible Party: MCTC Staff (1 Quarter 2024)	2%
501.7	Participate in Statewide CFPG and Program CTIPS <ul style="list-style-type: none"> Participate in the California Federal Programmers Group and program the FTIP utilizing the Caltrans CTIPS database. Responsible Party: MCTC Staff	3%

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	(July 2023 to June 2024 through entire fiscal year)	
501.8	Prepare Annual Listing of Federal Projects <ul style="list-style-type: none"> Prepare and post the Annual Listing of Federal Projects that obligated funds during the prior Federal fiscal year. Responsible Party: MCTC Staff (4 Quarter 2023)	2%
501.9	CMAQ/CRP Call for Projects <ul style="list-style-type: none"> Conduct a CMAQ/CRP Call for Projects for the 2023/2025 FTIP. Solicit and evaluate proposals from local agencies. Approve projects and amend them into FTIP. Responsible Party: MCTC Staff (August 2023 to June 2024)	9%
501.10	Prepare 2024 RTIP <ul style="list-style-type: none"> Preparation of the 2024 Regional Transportation Improvement Program in conjunction with the 2024 Statewide Transportation Improvement Program. Responsible Party: MCTC Staff (July 2023 to June 2024)	4%
	Total	100%

FTE: .58

501 Transportation Program Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	23,259	Direct Wages/Benefits plus Indirect:	202,781
MCTA			
FHWA-PL	179,522		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	202,781		
Total:	202,781	Total:	202,781

Work Element 502 Project Coordination and Financial Programming

Objective

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

Discussion

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

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

Previous Work

1. Planning, Programming, and Monitoring of STIP projects.

Product

1. Project transportation planning and programming support services.

2. Prioritization and financial cash flow analysis.

Tasks

Task	Description and Responsible Party	% of Work
502.1	<p>Federal/State Project Programming and Delivery Requirements</p> <ul style="list-style-type: none"> Review and maintain Federal/State programming and delivery requirements. <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	20%
502.2	<p>Work with Local Agencies on Federal/State Project Programming and Delivery Requirements</p> <ul style="list-style-type: none"> Provide staff time dedicated to keeping current with all State/Federal regulations affecting project delivery and working with local agencies to ensure that project planning and programming work activities are responsive to these requirements, are timely, and are processed correctly. <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	30%
502.3	<p>Prioritize Projects in FTIP and RTP</p> <ul style="list-style-type: none"> Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis. <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	45%
502.4	<p>Evaluate State Funding Programs for Applicability and Implementation</p> <ul style="list-style-type: none"> Evaluate Strategic Growth Council's Affordable Housing and Sustainable Communities Program and other State funding programs for applicability and implementation in Madera County. <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	5%
	Total	100%

FTE: .12

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502 Project Coordination and Financial Programming

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	29,702
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM	29,702		
Other			
Subtotal	29,702		
Total:	29,702	Total:	29,702

Work Element 601 Travel Demand Model Management

Objective

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

Discussion

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

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

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

The current MCTC Model was updated by Elite Transportation Group. The update advanced the base year to 2018, applied latest planning assumptions related to travel behavior, and improved mode choice with more robust transit network modeling. The model was utilized for activities supporting the development of the 2022 RTP/SCS and 2023 FTIP.

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

SB 743 (2013), requires that the existing metric of Level of Service (LOS), used in measuring

transportation impacts in CEQA, be replaced with Vehicle Miles Travelled as a metric of analysis. MCTC has and continues to coordinate with local agencies and state staff regarding this change taking effect on July 1, 2020. The MCTC Model was updated with SB 743 in mind so it may serve as an adequate tool towards required travel analysis and impacts for the environmental review of projects in the Madera Region. MCTC staff will continue to collaborate with its partners to ensure the model is in a state to best assist local governments with the implementation of SB 743. Staff will provide technical assistance for using the traffic model to assess VMT analysis.

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

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

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

MCTC prepared the model with latest planning assumptions for use in the 2022 RTP/SCS and 2023 FTIP modeling activities. These assumptions include a regional growth forecast that includes population, households, employment, housing units, school enrollment, etc. by the year 2046.

MCTC will consider new available data to incorporate into modelling tools for development of the 2026 RTP/SCS. MCTC is currently working with neighboring MPO partners on the Central California Travel Survey. The results of this survey will yield vital information and data able to be incorporated into transportation modelling tools. MCTC staff will work with modeling professionals to effectively incorporate new data from the Central California Travel Survey into the travel demand model during the 2023/24 fiscal year.

MCTC will also conduct a socioeconomic and demographic projection analysis for Madera County. This analysis will provide future projections of household and person data able to help better predict future conditions in the 2026 RTP analysis years.

Staff will coordinate applying updates and testing modeling functionality with their inclusion. Steps to recalibrate and validate the model will commence as necessary once new data has been applied. When all updates have been applied and calibration and validation activities are completed, the model documentation will be updated to reflect all changes.

Previous Work

1. Developed and updated latest planning assumptions for traffic analysis zones, land use assumptions and model network for 2022 RTP/SCS and EIR projects and Federal air quality conformity determinations for various criteria pollutants
2. Provided data for various transportation planning studies.
3. 2019 Madera Travel Demand Model Update
4. SB743 VMT Postprocessing Tool
5. 2022 RTP/SCS Scenario Modeling
6. 2023 FTIP and 2022 RTP/SCS and EIR Conformity Modeling

Product

1. Create Model Runs for Significant RTP and FTIP Amendments
2. Provide Modeling Data and Assistance
3. Incorporate new available transportation, housing, and demographic data into modelling tools as necessary.
4. Update model documentation as necessary.

Tasks

Task	Description and Responsible Party	% of Work
601.1	<p>Additional Model Runs for Significant Amendments of the RTP and FTIP</p> <ul style="list-style-type: none"> When needed, Run model for significant amendments of the RTP and FTIP <p>Deliverable: Model input or output data Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	20%
601.2	<p>Additional Local Agency and Partner Modeling and Technical Support</p> <ul style="list-style-type: none"> Assist local agencies with modeling assistance where needed Provide model data as requested to state and Federal partners <p>Deliverable: Model run output data Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	10%

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601.3	<p>Incorporate new available transportation, housing and demographic data into modelling tools</p> <ul style="list-style-type: none"> • Integrate data from the Central California Travel Survey • Incorporate data from socioeconomic and demographic projection analysis • Additional appropriate data sources as they are developed • Update model documentation as necessary <p>Deliverable: Updated Model data Responsible Party: MCTC Staff, consultant (July 2023 to June 2024)</p>	70%
	Total	100%

FTE: .20

601 Travel Demand Model Management

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	11,952	On-call Consultant(s)	100,000
MCTA		Traffic Model Support	4,200
FHWA-PL	92,248		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	104,200	Subtotal	104,200
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	8,561	Direct Wages/Benefits plus Indirect:	74,641
MCTA			
FHWA-PL	66,080		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	74,641		
Total:	178,841	Total:	178,841

Work Element 602 Air Quality Modeling

Objective

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

Discussion

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

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

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

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

The EMFAC model developed by CARB plays an important role in analyzing impacts to air quality caused by travel behavior in the Madera Region. The model creates an inventory of various vehicle types operating throughout the state by specific region. This inventory includes low-emission and zero-emission vehicles (ZEV). The EMFAC model projects the expected market integration ZEV in the Madera Region for MCTC state AND federal air quality analysis. MCTC has demonstrated its transportation planning related air quality impacts conform to the Ozone, PM 2.5, and PM 10 standards. The MCTC Policy board acknowledged these findings and directed MCTC staff to forward the results of the analysis to appropriate state and Federal authorities who concurred with the findings. MCTC staff have worked with consultants to transition emissions analysis to newer version of the EMFAC model whereas EMFAC14 was used for the most recent analysis activities related to the development of the 2022 RTP/SCS and 2023 FTIP. Going forward, EMFAC21 will be used for emissions modeling activities.

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

MCTC staff have established the latest planning assumptions that were utilized for the 2022 RTP/SCS and EIR and the 2023 FTIP modeling activities. Staff utilized data output from various analysis years to prepare air quality emissions analysis for SB 375 and to demonstrate Federal air quality conformity. Modeling data output from various projection years and scenarios were converted into EMFAC14 model inputs. The EMFAC14 model was ran to create detailed emission data upon which to develop emissions analysis for SB 375 and Federal air quality conformity requirements. Future emissions modeling activities in support of SB375 and Federal air quality conformity will utilize EMFAC21.

Previous Work

1. Federal Air Quality Conformity Analysis Corresponding to the 2021 FTIP

2. 2015 Ozone Conformity Analysis, 2019 FTIP Amendment No. 3 (Type 5 – Formal), 2018 RTP Amendment No. 1
3. Federal Air Quality Conformity Analysis Corresponding to the 2018 RTP/SCS and EIR and 2019 FTIP
4. Emissions Analysis for the 2018 RTP/SCS and EIR as required for SB375
5. 2022 RTP/SCS and EIR Emissions Analysis as required for SB375
6. 2023 FTIP, 2022 RTP/SCS and EIR, Corresponding Conformity Analysis

Product

1. SCS Evaluation Report for the 2022 RTP/SCS
2. Hot-Spot Analysis, other airy data in support of emissions/air quality planning
3. Federal Air Quality Conformity Analysis for Significant Amendments of the RTP or FTIP

Tasks

Task	Description and Responsible Party	% of Work
602.1	SCS Evaluation Report for CARB staff in support of an effective and implementable SCS able to comply with GHG reduction mandates per SB 375 <ul style="list-style-type: none"> • Prepare SCS data table • Prepare SCS compliance report Deliverable: SCS Evaluation Report Responsible Party: MCTC Staff (July 2022 to March 2023)	65%
602.2	Multi-Agency Coordination for Air Quality Planning Activities <ul style="list-style-type: none"> • Participate with Interagency Consultation (IAC) group on technical matters related to Air Quality analysis • Work with SJVAPCD and other agencies to determine if there are traffic control measures, reasonably available control measures and/or best available control measures able to be pursued for congestion or inclusion is attainment demonstrations Responsible Party: MCTC Staff, Consultant (July 2023 to March 2024)	5%
602.3	Assist Local Agencies and State and Federal Partners with Air Quality Analysis Technical Support <ul style="list-style-type: none"> • Assist local agencies with Hot-spot emissions assessment as needed. • Provide model data as requested to state and Federal partners in support of emissions/air quality planning Deliverable: Model run, model output data Responsible Party: MCTC Staff (July 2023 to June 2024)	15%

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602.4	Prepare Air Quality Conformity Determination for new SIP standards or Significant Amendments to the RTP and FTIP <ul style="list-style-type: none"> • Prepare new Conformity Determination Deliverable: Conformity Determination Responsible Party: MCTC Staff (July 2023 to June 2024)	15%
	Total	100%

FTE: .23

602 Air Quality Modeling

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Air Quality Consultant	9,000
MCTA			
FHWA-PL	7,968		
FTA-Section 5303			
STIP - PPM	1,032		
Other			
Subtotal	9,000	Subtotal	9,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	83,591
MCTA			
FHWA-PL	74,003		
FTA-Section 5303			
STIP – PPM (Match)	9,588		
Other			
Subtotal	83,591		
Total:	92,591	Total:	92,591

Work Element 603 GIS and Mapping Resources

Objective

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

Discussion

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

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

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

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

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

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

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

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

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

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

In 2023 MCTC staff began to investigate ways to improve the agency's GIS databases and user experience by updating and refining its GIS capabilities. This included an overall assessment of current spatial data management capabilities, updating existing mapping tools, standardizing mapping development, implementation of new mapping datasets, hosting a variety of web applications and maps for public consumption and staff training. Increasing and expanding the abilities of an enhanced GIS platform and maintenance of GIS databases and related data layers have wide applications for use by local agencies, tribal governments, and the State for describing the existing and future conditions of transportation facilities within Madera County. This information will also assist with disseminating information across industries and sectors as a tool to help inform decision makers and members of the public.

Previous Work

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

Product

1. 2022 San Joaquin Valley Household Travel Survey
2. Increase and expand the abilities of an enhanced GIS platform and maintenance of GIS databases and related map layers for use by local agencies, tribal governments, and the State for describing existing conditions on transportation facilities within Madera County.
3. Maintenance of demographic database for Madera County with projections by TAZ as needed to support air quality analysis requirements for amendments to the 20223 RTP and 2023 FTIP.
4. Continuous coordination with local agencies, neighboring counties, and Caltrans.
5. Continuous GIS training for MCTC staff.

Tasks

Task	Description and Responsible Party	% of Work
603.1	Attend Madera County GIS User Group meetings (monthly), training, and workshops to stay up to date with current GIS technology, advancements and best practices Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
603.2	Create and update GIS map data layers, perform geoprocessing, mapping and geospatial analysis to support regional efforts, such as the Federal Transportation Improvement Program, Regional Transportation Improvement Program, and the	55%

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	Regional Transportation Plan. Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	
603.3	Update and maintain GIS data layer for bridges Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	5%
603.4	Create, update, and maintain GIS data layers for bicycle, pedestrian, and transit networks Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	15%
603.5	Update and maintain GIS data layers for land use and zoning Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	5%
603.6	Create and update GIS data layers, perform geoprocessing, mapping and spatial analysis for the identification of disadvantaged communities and to support the acquisition of funding to benefit them Responsible Party: MCTC Staff (July 2023 to June 2024, monthly or as needed)	10%
Total		100%

FTE: .51

603 GIS and Mapping Resources

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		GIS Support	8,100
MCTA			
FHWA-PL	7,171		
FTA-Section 5303			
STIP – PPM	929		
Other			
Subtotal	8,100	Subtotal	8,100
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	189,143
MCTA			
FHWA-PL	167,448		
FTA-Section 5303			
STIP – PPM (Match)	21,695		
Other			
Subtotal	189,632		
Total:	197,243	Total:	197,243

Work Element 604 Performance Management and Data Development

Objective

Development of transportation performance measures (PM) and targets as part of the Regional Transportation Planning Process. To incorporate CAPTI objectives, such as strategically invest in state of good repair improvements, enhance transportation safety and security, and improve goods movement and infrastructure.

Discussion

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

PM 1: HSIP and Safety Performance

PM 2: Pavement and Bridge Condition Performance

PM 3: System Performance/Freight/CMAQ Performance

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

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

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

- Pavement Performance of the NHS

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

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

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

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

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

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

The performance-based planning activities require regular coordination with Federal,

State, and local agency officials; outreach to local stakeholders; identification of available data sources, data collection; identification of reasonable and achievable targets, development of a monitoring plan and reporting process; and integration of the performance-based approach into planning and programming processes and plans. MCTC coordinated with State and local partners to establish regional targets for all three Performance Measures: PM 1, 2, and 3, as applicable. MCTC will continue to coordinate with Federal, State, and local agencies to the maximum extent practicable. MCTC targets were reported to Caltrans, which must be able to provide the targets to FHWA, upon request. MCTC will continue to monitor.

Previous Work

1. Retained Consultant to develop baseline safety data and targets for safety performance measures.
2. Established performance targets for PM 1, 2, and 3 and report processes with local agencies.
3. Signed target reporting agreements with Caltrans for PM1, and mid-performance updates for PM2.
4. Signed agreements with local jurisdictions to reflect inclusion of performance target coordination, setting, and report processes.
5. Safety Performance Targets incorporated into the 2018 Regional Transportation Plan.
6. Coordinated with Caltrans for PM3 Second Performance Period 2022-2026.

Product

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

Tasks

Task	Description and Responsible Party	% of Work
604.1	<p>Coordination Activities</p> <ul style="list-style-type: none"> • Coordinate with FHWA and Caltrans regarding Federal and State requirements. Caltrans conducts periodic assessment of target goals during their mid-performance review setting. MCTC will participate and review targets as appropriate to help the state with its reviews. • Coordinate with local agencies in regard to data and target setting. • Collaborate with local agency representatives and other stakeholders regarding goals, objectives, measures and targets and the development of planning documents related to developing targets • Participation in Technical Advisory Group meetings for Performance Measures. • Participate in training, workshops, meetings, and related activities <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	40%

604.2	<p>Monitoring</p> <ul style="list-style-type: none"> • Monitor PM1 performance targets • Monitor PM2 performance targets and report processes for local agencies for performance measures. • Monitor PM3 performance targets • Monitor State and Federal guidance related to performance measures. <p>Responsible Party: MCTC Staff (July 2023 to June 2024, as required)</p>	45%
604.3	<p>Target Setting</p> <ul style="list-style-type: none"> • Annually establish PM1 performance targets <p>Responsible Party: MCTC Staff (July 2023 to June 2024)</p>	10%
604.4	<p>Public Safety Awareness Through Social Media</p> <ul style="list-style-type: none"> • Post safety related information in social media to keep the public apprised of traffic and weather situations that might impact travel safety conditions. • Share safety information from Caltrans, FHWA, via MCTC social media. <p>Responsible Party: MCTC Staff (July 2023 to June 2024, as needed)</p>	5%
	Total	100%

FTE: .15

604 Performance Management and Data Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	5,027	Direct Wages/Benefits plus Indirect:	43,830
MCTA			
FHWA-PL	38,803		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	43,830		
Total:	43,830	Total:	43,830

Work Element 605 Regional Traffic Monitoring Program

Objective

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

Discussion

MCTC will now utilize analytics software to measure travel patterns of vehicles on roadway segments and intersections, and MCTC then prepares the Traffic Monitoring Program report. Staff develops a standardized quadrennial regional count program with direction provided from the local agencies.

MCTC entered into an agreement for StreetLight Data services to support the regional traffic monitoring program. StreetLight metrics have been used and validated by hundreds of public agencies, transportation consulting firms, and private companies and is utilized by several state transportation agencies, MPOs and large cities, including Virginia DOT, Ohio DOT, Minnesota DOT, Washington State DOT, Massachusetts DOT, Maine DOT, Los Angeles DOT, and New York City DOT.

MCTC utilizes the StreetLight Data Solutions Package. The Solutions Package includes the following:

- Congestion Management - Segment Analysis (Provides the volume, average speed, speed percentiles including 85th percentile, travel time, vehicle miles traveled, vehicle hours of delay and "Free Flow Factor" of trips through corridors)
- Intersection Studies - Analyze the movement of vehicles in an intersection to determine traffic that moves left, right, or continues straight. Day parts default to 15-minute bin day parts. Includes an intersection diagram to easily analyze the inbound and outbound traffic flow and distribution across time. Features include Peak Hour Factor, Peak AM/PM Metrics and more.

MCTC staff partake in StreetLight Data software training as needed.

MCTC also maintains the regional traffic monitoring program as a source of data to support traffic modeling activities. The Madera County Traffic Monitoring report is published annually to provide local planners and the public with up-to-date information about travel characteristics on the streets and highways system. Counts taken pursuant to this program are according to an established schedule and are not intended to supplant local agency count programs.

Highway Performance Monitoring System (HPMS)

The HPMS is a nationally recognized highway information system that collects and analyzes data on the extent, condition, performance, use and operating characteristics of the Nation's highways. Annually, local agencies, through their MPO, are requested to provide sample data on arterials and collectors for inclusion in the HPMS. MCTC coordinates the data submission to Caltrans.

Previous Work

1. Published Madera County Traffic Monitoring – 2022 Annual Report.
2. Developed a quadrennial Regional Traffic Count program to enhance the calibration of the MCTC Travel Demand Model.
3. Speed studies, accident diagrams, and traffic warrants as required.

Product

1. Madera County Traffic Monitoring – 2023 Annual Report.
2. Data assistance for partner projects and stakeholders
3. HPMS data submission to Caltrans.

Tasks

Task	Description and Responsible Party	% of Work
605.1	Data Collection <ul style="list-style-type: none"> • Utilize StreetLight Data Software to collect vehicle data • Participate in Streetlight Data software training as needed/ Responsible Party: MCTC Staff (April 2024 to May 2024)	70%
605.2	Traffic Monitoring Support <ul style="list-style-type: none"> • Provide traffic monitoring support to local agencies, including tribal governments Responsible Party: MCTC Staff (July 2023 to June 2024)	15%
605.3	Data Collection <ul style="list-style-type: none"> • Collect data from local agency and Caltrans traffic county programs Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
605.4	HPMS Data Submission <ul style="list-style-type: none"> • Coordinate the submission of HPMS data to Caltrans from local agencies as required Responsible Party: MCTC Staff (July 2023 to June 2024)	5%

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	Total	100%

FTE: .04

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605 Regional Traffic Monitoring Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	1,721	Consultant – Traffic Counts	15,000
MCTA			
FHWA-PL	13,279		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	15,000	Subtotal	15,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	1,626	Direct Wages/Benefits plus Indirect:	14,188
MCTA			
FHWA-PL	12,562		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	14,188		
Total:	29,188	Total:	29,188

Work Element 701 Public Participation Program

Objective

To develop and maintain an ongoing program with assistance from the public to provide effective public participation in the **development of MCTC's plans, programs, and decision-making process**, consistent with Federal transportation legislation requirements. MCTC Staff will provide the public with information on activities, meetings, planning documents and reports, and to seek input from the public on MCTC's planning activities and will utilize a consultant where necessary. Special emphasis is placed on public participation from environmental justice communities. To incorporate CAPTI objectives, such as cultivating partnerships with and build capacity of community-based organizations to engage in project development.

Discussion

The Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users – SAFETEA-LU placed emphasis on the need for the transportation planning process to provide an adequate opportunity for participation by interested citizens and consult with the Native American Tribal Governments (North Fork Rancheria and the Picayune Rancheria of the Chukchansi Indians). The Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users – SAFETEA-LU required an early, proactive, and continuing public involvement in the transportation planning process and allow 45 days for public comment and review. The process should provide complete information, timely public notice, full public access to key decisions, and support early and continuing public involvement in developing plans and programs.

This work element develops the structure for both a formal participation program and exploring alternative methods for providing public information about MCTC activities. Improved information access should lead to more public involvement and improved decision making. Early public participation from stakeholders and diverse interests are important and considered in identifying regional transportation problems and issues, and in the development of recommended solutions during project planning and development.

Public hearings, workshops, and meetings will be conducted as required. Public hearings and workshops are advertised in local newspapers, on the MCTC website, and outreach for special events utilizing social media, fliers, mailings, postings, libraries, social centers, and newsletters. Most public hearings and workshops will be advertised 30-45 days in advance. MCTC will hold public hearings, workshops, and meetings to solicit input from the public on transportation planning issues in the Madera County area, such as: Unmet Transit Needs Public Hearing; Regional Transportation Plan Workshops; Section 5310 Grant opportunities; Adoption of Federal Transportation Improvement Program; Adoption of Regional Transportation Improvement Program; Air Quality Conformity Determinations; Transportation Control Measures; Active Transportation Plan; Short-Range Transit Plan; and other regional planning issues. Input received will be incorporated into the work

products developed by staff for recommendation to the Policy Board for review, acceptance established by the Ralph M. Brown Act (Government Code sections 54950-54962) and the Americans with Disabilities Act.

MCTC staff developed a countywide list of low-income, minority, environmental justice, disadvantaged communities, Native American, elderly, and disabled organizations to better target traditionally underserved groups (i.e., elderly, disabled, low income and minority, African American, Hispanic, Asian American / Alaskan Native, and Pacific Islander). Additionally, for the Regional Transportation Plan (RTP) update, staff held a specific workshop within the City of Madera to address traditionally underserved communities.

MCTC staff updated the Public Participation Plan (PPP) in 2020 per Federal requirements. The Plan documents MCTC's procedure to allow for public input in the development of MCTC's plans and programs. The current PPP is on display at the MCTC office and website.

Title VI and Environmental Justice: Pursuant to 23 CFR 450.316(b)(1), the Federal Highways Administration expects Metropolitan Planning Organizations to have a proactive public involvement process that seeks out and considers the needs of those traditionally underserved groups (i.e. elderly, disabled, low income and minority, African American, Hispanic, Asian American, American Indian / Alaskan Native, and Pacific Islander) by existing transportation systems, including but not limited to low-income and minority households (23 CFR 450.316(b)(1)(vi)). Staff evaluated the distribution of low-income and minority household benefits and burdens associated with the current transportation planning process and its outcomes. The analysis is detailed in the Environmental Justice Policy and Procedures documents, which was adopted in FY 2014.

Executive Order 12898, Federal Actions to Address Environmental Justice for Minority Populations and Low-Income Populations, mandates that Federal agencies make achieving environmental justice part of their missions. This order requires that disproportionately high and adverse human health or environmental effects on minority and low-income populations be identified and addressed to achieve environmental justice. Minority populations are defined in the order as African-American, Hispanic, Asian/Pacific Islander, American Indian and Alaskan Native. Low-income populations are defined in the order as persons whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines.

Executive Order 13175 requires agencies to consult and coordinate with local tribal governments. MCTC staff does notify and consult local tribes in Madera County and as needed in the neighboring counties of our planning activities. Tribes in Madera County are invited to participate in MCTC's technical advisory meetings.

Executive Order 13166 states that people who speak limited English should have meaningful access to federally conducted and federally funded programs and activities. It requires that all Federal agencies identify any need for services and implement a

system to provide those services so all persons can have meaningful access to services. MCTC takes steps to solicit input from non-English speaking residents of Madera. Public notices and flyers advertising particular public hearings are translated into Spanish, as well as subsequent documentation. When warranted or requested, a Spanish language interpreter is made available for public hearings.

MCTC updated its Public Participation Plan (PPP) in preparation for the development of the 2018 RTP consistent with Federal transportation legislation requirements as well as new state requirements related to SB 375. The PPP delineates the mission of the MPO and establishes public involvement requirements and procedures for the development of the various stakeholder groups, regulatory agencies, and input from the general public. MCTC is committed to updating the PPP periodically to ensure that a collaborative interface is fostered and maintained with the public. The PPP was last updated in January of 2020 to more concisely direct Federal public engagement practices.

MCTC participated in The Central Valley Tribal Environmental Justice Project. The Project was a collaborative effort between the eight valley Councils of Governments (COGs) to develop a report containing tribal input on transportation, cultural preservation, participation in decision-making and environmental justice as part of the region's Blueprint process. MCTC has an assigned staff person to serve as a tribal liaison.

As a recipient of Federal dollars, MCTC is required to comply with Title VI of the Civil Rights Act of 1964 and ensure that services and benefits are provided on a non-discriminatory basis. MCTC has in place a Title VI Complaint Procedure, which outlines the process for local disposition of Title VI complaints and is consistent with guidelines found in the Federal Transit Administration Circular 4702.1B dated October 1, 2012. MCTC adopted a Title VI Plan with Limited English Proficiency (LEP) Plan in July 2014, the most recent updated March 2021.

Previous Work

1. Document tribal government to government relations.
2. 2016, 2021 Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments
3. San Joaquin Valley Blueprint – Vision and Values and Locally Preferred Scenario workshops.
4. Participation in the Central Valley Environmental Justice Project.
5. Conducted extensive outreach efforts with environmental justice communities as part of the 2022 RTP and Unmet Transit Needs.
6. Title VI Analysis for the 2022 RTP.
7. 2015, 2018, 2021 Title VI Plan and Limited English Proficiency Plan.
8. 2020 MCTC Public Participation Plan.
9. MCTC Social Media Policy.

Product

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

Tasks

Task	Description and Responsible Party	% of Work
701.1	MCTC Public Participation Plan Amendment <ul style="list-style-type: none"> Amend as necessary the MCTC Public Participation Plan to comply with Federal and State Requirements Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	15%
701.2	Provide Spanish Language Translation Responsible Party: MCTC Staff and Consultant (July 2023 to June 2024 as needed)	15%
701.3	Tribal Government Consultation <ul style="list-style-type: none"> MCTC Staff will Coordinate, Consult, Collaborate with tribal governments Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	15%
701.4	Continued Consultation Policy <ul style="list-style-type: none"> Continued MCTC Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	10%
701.5	Bicycle and Pedestrian Programs <ul style="list-style-type: none"> Encourage bicycle and pedestrian safety education programs Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	10%
701.6	Website and Social Media <ul style="list-style-type: none"> Maintain and improve website and social media to keep public informed about MCTC activities, public hearings, workshops, and meetings Responsible Party: MCTC Staff (July 2023 to June 2024 as needed)	15%

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701.7	Review CalEPA's EnviroScreen 4.0 and Other Analysis Tools <ul style="list-style-type: none"> Review CalEPA's EnviroScreen Version 4.0 and other relevant analysis tools as they relate to identifying disadvantaged communities, where they are concentrated and how the transportation planning process may impact these communities Responsible Party: MCTC Staff (July 2023 to June 2024)	15%
701.8	Madera Community College Collaborations <ul style="list-style-type: none"> Collaborate with the Madera Community College Center to engage student community outreach and education activities Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
Total		100%

FTE: .20

701 Public Participation Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	3,097	Public Notices	5,000
MCTA		Translation Services	2,000
FHWA-PL	23,903	SJV Website	100
FTA-Section 5303		Other Outreach Costs	19,900
STIP - PPM			
Other			
Subtotal	27,000	Subtotal	27,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	6,531	Direct Wages/Benefits plus Indirect:	56,942
MCTA			
FHWA-PL	50,411		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	56,942		
Total:	83,942	Total:	83,942

Work Element 801 Transportation Development Act

Objective

To administer the Local Transportation Fund, State Transit Assistance Fund, and other related funding programs pursuant to the California Transportation Development Act (TDA), SB 1, and other related legislation. To incorporate CAPTI objectives, as applicable.

Discussion

MCTC, as the Regional Transportation Planning Agency and the Local Transportation Commission, is responsible for administering the Local Transportation Fund (LTF), the State Transit Assistance Fund (STA) and Senate Bill 1, the Road Repair and Accountability Act of 2017 (SB 1) funding. These funds, derived from various State taxes, are available to local agencies for transportation planning, bicycle and pedestrian facilities, public transportation services, social services transportation, and streets and roads projects. **MCTC's responsibility is to ensure the funds are apportioned, allocated, and expended** in accordance with current statutory and administrative code requirements. To facilitate the process, staff assists in claim preparation and monitors related legislative activity.

MCTC staff works closely with the Social Service Transportation Advisory Council (SSTAC) required by SB 498. The SSTAC will participate in the 2023-24 Unmet Transit Needs process by reviewing public testimony and submitting annual recommendations to the MCTC Policy Board regarding any unmet public transit needs in Madera County. If it is found that there are unmet transit needs which are reasonable to meet, TDA funding must be used to address those unmet needs before being released to local agencies for local streets and roads expenditures.

With the passage of Proposition 1B in November 2006, MCTC staff was tasked with the administration of the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). For the PTMISEA program MCTC is responsible for disbursement of funds to local agencies, and project tracking, including semi-annual reporting to Caltrans. The funding of the PTMISEA program has ended and will be closing out in FY 2023/24.

MCTC is charged with administering funds from the Low Carbon Transit Operations Program (LCTOP) to transit agencies pursuant to the Transit, Affordable Housing, and Sustainable Communities Program, which was established by the California Legislature in 2014 by Senate Bill 862 (SB 862). These programs have a goal of reducing greenhouse gas **emissions and are funded by auction proceeds from the California Air Resource Board's (ARB) Cap-and-Trade Program.** These funds have their own statutory requirements under SB 862 but are also required to meet the statutory requirements of the Transportation Development Act.

MCTC staff assists local agencies (including tribal governments) and attends relevant workshops in preparation of Sections 5307, 5310, 5311, and 5339 grant applications to

fund purchases of new transit vehicles or provide operating funds pursuant to the guidelines.

SB 1 provides a new revenue source with the implementation of the State of Good Repair (SGR) program. MCTC currently suballocates SGR funds to local agencies by population. For the SGR program, MCTC is also responsible for review and submission of project lists, disbursement of funds to local agencies, and project tracking, including annual reporting.

Previous Work

1. Records of LTF/STA apportionment, allocations, and claims.
2. LTF/STA fiscal and performance audits.
3. Social Services Transportation Advisory Council meetings.
4. Unmet Transit Needs Hearings.
5. 2020 Triennial Performance Audit.
6. Prop 1B: PTMISEA administration.
7. LCTOP administration.
8. SB 1 State of Good Repair administration.

Product

1. LTF/STA finding of apportionment, allocations, and claims.
2. LTF/STA fiscal audits.
3. Project Lists and Reporting for related funding programs.
4. Social Services Transportation Advisory Council meetings as required.
5. Unmet Transit Needs Hearing and staff report.
6. Documentation of FY 2024-25 Unmet Needs Process.
7. Prop 1B: PTMISEA suballocation, application processing, tracking, and reporting.
8. LCTOP allocation, application processing, tracking, and reporting.
9. SGR suballocation, project list processing, tracking, and reporting.

Tasks

Task	Description and Responsible Party	% of Work
801.1	Apportionment and Allocation <ul style="list-style-type: none"> Prepare finding of apportionment for LTF/STA and make allocations Responsible Party: MCTC Staff (May 2024)	5%
801.2	Claims <ul style="list-style-type: none"> Review and process LTF/STA claims. Review for conformance with applicable TDA law, the RTP and SRTDP Responsible Party: MCTC Staff (July 2023 to June 2024)	15%

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801.3	LTF/STA Financial Reports <ul style="list-style-type: none"> • Prepare LTF/STA financial reports Responsible Party: MCTC Staff (December 2023)	15%
801.4	SSTAC Meetings <ul style="list-style-type: none"> • Conduct meetings of the SSTAC Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
801.5	Unmet Transit Needs Hearing <ul style="list-style-type: none"> • Conduct Unmet Transit Needs Hearing Responsible Party: MCTC Staff (April 2024)	5%
801.6	Unmet Needs Staff Report <ul style="list-style-type: none"> • Prepare Unmet Needs Staff Report Responsible Party: MCTC Staff (April to May 2024)	21%
801.7	Financial Records <ul style="list-style-type: none"> • Maintain appropriate financial activity records Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
801.8	Fiscal Audits <ul style="list-style-type: none"> • Contract for appropriate fiscal audits Responsible Party: MCTC Staff (August 2023)	2%
801.9	PTMISEA Administration <ul style="list-style-type: none"> • Administer Prop 1B transit program – PTMISEA Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
801.10	Development of Project Application Assistance <ul style="list-style-type: none"> • Assist local agencies in development of project applications for Section 5311, 5311 (f), Section 5310; Section 5304; Section 5307; Section 5339 Responsible Party: MCTC Staff (July 2023 to June 2024)	2%
801.11	LCTOP Administration <ul style="list-style-type: none"> • Administer LCTOP program Responsible Party: MCTC Staff (July 2023 to June 2024)	5%

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801.12	SGR Administration • Administer SGR program Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
801.13	Triennial Performance Audit • Conduct performance audits Responsible Party: Consultant (December 2023 to March 2024)	10%
	Total	100%

FTE: .33

801 Transportation Development Act

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	69,500	Audits	15,000
MCTA		Translation Services	2,000
FHWA-PL		Public Notices	1,000
FTA-Section 5303		Other Costs	11,500
STIP - PPM		Triennial Performance Audit	40,000
Other			
Subtotal	69,500	Subtotal	69,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	74,298	Direct Wages/Benefits plus Indirect:	74,798
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	74,928		
Total:	144,298	Total:	144,298

Work Element 901 Lobbying

Objective

To allow for Board and staff representation at State and Valley wide transportation conferences and events as well as legislative tracking and reporting.

Discussion

To allow for Board and staff representation at State and Valley wide conferences and events.

To provide funding for annual Valley Voice advocacy trips to Sacramento and Washington, D.C.

Staff provides legislative tracking and reporting.

Previous Work

1. Valley Voice Program – Sacramento and Washington, D.C.
2. CALCOG Conference.
3. Participated in meetings and activities of the Valley Legislative Affairs Committee.

Product

1. Valley Voice Program – Sacramento and Washington, D.C.
2. CALCOG Conference and meetings.
3. Legislative tracking and reporting.

Tasks

Task	Description and Responsible Party	% of Work
901.1	Valley Voice Program <ul style="list-style-type: none">• Annual advocacy trips to Sacramento and Washington D.C. Responsible Party: MCTC Staff (September 2023 to March 2024)	65%
901.2	Legislative tracking <ul style="list-style-type: none">• Legislative tracking and reporting Responsible Party: MCTC Staff July 2023 to June 2024	5%

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901.3	CALCOG Conference and meetings <ul style="list-style-type: none"> State and Valley wide transportation conferences and events Responsible Party: MCTC Staff	10%
901.4	CALCOG Annual Fees Responsible Party: MCTC Staff June 2024	20%
Total		100%

FTE: .05

901 Lobbying

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	78,000
MCTA		Other Costs	11,000
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	89,000		
Subtotal	89,000	Subtotal	89,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	7,700
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	7,700		
Subtotal	7,700		
Total:	96,700	Total:	96,700

Work Element 902 Other Activities

Objective

To provide information to travelers about transportation services available within Madera County and to encourage the use of alternatives to single occupant commuting. Conduct the freeway service patrol in cooperation with Caltrans and the California Highway Patrol, to remove minor incidents rapidly, thereby reducing congestion, secondary accidents, and vehicle emissions. To incorporate CAPTI objectives, as applicable.

Discussion

MCTC's alternative transportation activities are designed to provide transportation related information to the community in order to promote safety, enhance the quality of life, and protect the environment. Many services and options are available within Madera County that offer alternatives to single occupancy commuting. As our community grows at a steady pace, the selection of transportation modes becomes increasingly important to the quality of life. Among other negative impacts, increased traffic congestion results in increased emissions, loss of productivity, and unpleasant driving conditions.

These activities capture many of the Transportation Control Measure commitments made by the MCTC. Through these activities, MCTC hopes to foster a spirit of concern for the environment and gather community support for the selection of alternative modes of transportation. Staff will continue to work with a variety of regional agencies and committees to gain expertise in this area and enhance its alternative transportation activities. Special effort will be made to reach and engage all segments of the community including Native Americans, minorities, low-income groups, and community-based organizations. MCTC staff will continue to address tribal concerns through a consultation process.

MCTC staff is working with a variety of partners on the development of off-model transportation tools. These tools can be utilized in many planning areas MCTC works within including ridesharing/vanpooling, alternative fuel inventory and access, transportation incentive programs, telecommuting and other traffic demand or control measures. These transportation strategies are not traditionally able to be accounted for in MCTC's technical planning framework however the benefits from these transportation investments and strategies are important and should be conveyed as such in an array of MCTC plans including but not limited to the RTP/SCS, Regional ATP Plan and the Madera Region Short Range Transit Plan.

CalVans

MCTC is a member of the California Vanpool Authority (CalVans) JPA. The expansion of Kings County's Agricultural Industries Transportation Services (AITS) vanpool program into

neighboring counties and beyond emphasized the need for a representative entity that can oversee, adjust, and make improvements to the system. The CalVans JPA was created to fund, operate, and otherwise manage public transportation projects and programs aimed at providing qualified agricultural workers with safe and affordable transportation between home and work. Though aimed at providing transportation for agricultural workers, the CalVans program supplies vans for students and employees of other businesses around the valley. CalVans operates as a Public Transit Agency.

Freeway Service Patrol

The Service Patrol (FSP) are roaming tow and service trucks that patrol pre-determined beats to assist motorists in aid. The goal of FSP is to alleviate traffic congestion problems by removing disabled vehicles and cleaning minor collisions and debris from the roadway. Typically, FSP is deployed in more urban and metropolitan areas of the state Monday through Friday during peak commute hours to provide congestion relief, safety, and air quality benefits by:

- Reducing traffic jams through prompt removal of stalled cars
- Reducing the chance of further accidents and bottlenecks caused by impatient drivers and on-lookers
- Assisting local emergency services under CHP direction
- Saving fuel and cutting air pollution emissions by reducing stop-and-go traffic
- Keeping narrowed lanes clear during highway construction projects

Freeway Service Patrol Background

The first Freeway Service Patrol (FSP) program was piloted in Los Angeles and was later expanded into other regions by State legislation in 1991. FSP is a joint program provided by the California Department of Transportation (Caltrans), the California Highway Patrol (CHP) and the local partner agencies/transportation agency. The FSP program is a free service of privately owned tow trucks under contract that patrol designated routes on congested urban freeways. Typically, FSP operates Monday through Friday during peak commute hours, and all day in pre-designated freeway corridors it is becoming more commonplace for FSP to operate during the midday and on weekends/holidays in addition to the weekday peak period service.

The goal of the statewide FSP program is to maximize the effectiveness of the freeway transportation system. FSP is a congestion management tool which strategically addresses commute traffic pattern problems. Deployment of the FSP tow trucks is driven by congestion patterns in major metropolitan areas.

The goal is accomplished by the expeditious removal of disabled/stranded vehicles from the freeway. Removing obstructions on the freeways as rapidly as possible has a positive impact on traffic volumes by eliminating problems which contribute to non-recurrent congestion.

The effectiveness of the statewide FSP program is assessed by calculating the annual benefit/cost (B/C) ratio of each FSP beat. First the annual savings in incident delay, fuel consumption and air pollutant emissions due to FSP service are calculated based on the

number of assists, beat geometrics and traffic volumes. The savings are then translated into benefits using monetary values for delay and fuel consumption.

Services provided by the FSP include:

- Changing flat tires
- Jump starting vehicles
- Refilling radiators and taping leaky hoses
- Putting a gallon of fuel in gas tanks
- Towing inoperable vehicles to a safe location of the freeway
- Clearing vehicle damaged in collisions under CHP direction
- Removing debris from traffic lanes under CHP direction
- Monitoring the left shoulder part-time travel lane for visual clearing once it is in operation

The majority of funding for the 14 statewide FSP programs is made available by the State through the State Highway Account (SHS). Approximately \$25.5 million has consistently been budgeted for FSP on an annual basis to provide funding assistance and requires a 25% local match. Annual FSP program costs include the annual capital, operating and administrative costs for providing FSP service. The State's financial contribution to individual FSP programs is allocated on a formula basis consisting of the following:

- 25% on the number of urban freeway lane miles in the participating area
- 50% on the basis of the ratio of the population of the participating area
- 25% on the basis of traffic congestion as ascertained by Caltrans.

For new FSP programs State funding formula allocation is determined by Caltrans who allocates the funding at a maximum over three years as follows so as not to disrupt State funding for existing FSP programs (local funds make-up the difference):

- 33.3% of its full allocation amount in the first full fiscal year following application approval.
- No less than 66.7% of its full allocation amount in the second fiscal year following application approval.
- No less than 100% of its full allocation amount in the third fiscal year following application approval.

Under SB 1, the Road Repair and Accountability Act of 2017, an additional \$25 million in annual funding was made available for FSP program statewide. This additional funding addresses inflationary cost increases for the program while also allowing for further expansion of the program, which should provide more congestion relief, especially in the more heavily populated and congested regions. The SB 1 FSP funding guidelines shows the annual \$25 million distributed as follows:

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

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

Intelligent Transportation Systems (ITS)

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

ITS architecture maintenance team is to further develop and strengthen a regional architecture consistent with the Federal Highway Administration ITS Architecture and Standards Final Rule. An ITS Architecture Maintenance Plan was formally adopted in July 2005. Other ITS projects include the deployment of a San Joaquin Valley 511 traveler information system in participation with a working group of Valley MPOs. The existing San Joaquin Valley ITS Infrastructure Plan will be amended into the current RTP/SCS plan and added to future RTP/SCS plans until a new ITS plan is developed.

The County of Madera is responsible for the Airport Land Use Compatibility Plan (ALUCP), formerly known as the Comprehensive Land Use Plan (CLUP). The ALUCP was adopted in 2015.

Previous Work

1. Rideshare promotion activities.
2. Contacts with local agencies and Madera County employers.
3. Developed logo, newsletter, and website.
4. Assisted local agencies with the renewal/adoption of Transportation Control Measures according to the Air District's voluntary bump-up to Extreme non-attainment for Ozone.
5. Evaluated and strengthened MCTC Transportation Control Measures.
6. Participated in Phase 1 deployment of the San Joaquin Valley 511 traveler information system.
7. Freeway Service Patrol Data gathering
8. San Joaquin Valley ITS Strategic Deployment Plan.

Product

1. Maintain and update website and develop promotional materials.
2. Report, prepared with Caltrans and CHP, to determine eligibility to apply to

Freeway Service Patrol program.

3. Updates to the ITS Architecture Maintenance Plan, if needed.
4. Updated information on aviation systems planning (planning only) for inclusion in the updates of the RTP.
5. Staff reports on aviation issues.

Tasks

Task	Description and Responsible Party	% of Work
902.1	Rideshare Program <ul style="list-style-type: none"> Represent rideshare program as required. Responsible Party: MCTC Staff (July 2022 to June 2023)	10%
902.2	Rideshare Promotional Materials <ul style="list-style-type: none"> Provide rideshare promotional materials as required. Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.3	Develop Promotional Materials <ul style="list-style-type: none"> Develop/print promotional materials. Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.4	Maintain and update TDM activities on MCTC website Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.5	Community Outreach <ul style="list-style-type: none"> Conduct community outreach activities as needed. Responsible Party: MCTC Staff (July 2020 to June 2023)	10%
902.6	Participate in CalVans joint powers agency Responsible Party: MCTC Staff (As Required)	15%
902.7	Coordination of Trip Reduction Programs <ul style="list-style-type: none"> Coordinate with tribes and major employers on employer-based trip reduction programs for existing and future employment centers. Responsible Party: MCTC Staff (July 2022 to June 2023)	10%

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902.8	Coordination with Caltrans and CHP to determine eligibility to apply to this program (Freeway Service Patrol). Responsible Party: MCTC Staff (July 2022 to December 2022)	15%
902.9	Review Planning issues related to aviation systems planning <ul style="list-style-type: none"> • Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems • Incorporate findings into the RTP/SCS where applicable Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.10	Provide staff analysis of available funding resources for aviation planning projects <ul style="list-style-type: none"> • Analyze and share information for new and existing resources able to support the regions multi-modal systems Responsible Party: MCTC Staff (July 2022 to June 2023)	5%
902.11	Participate in meetings/workshops related to ITS, aviation, and other modal elements <ul style="list-style-type: none"> • Participate in meeting and workshops hosted by local, regional, state, and Federal partners related to multi-modal transportation Responsible Party: MCTC Staff (July 2022 to June 2023)	15%
	Total	100%

FTE: .13

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902 Other Activities

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	26,550	Board Costs and Other Expenses	26,550
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	26,550	Subtotal	26,550
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	47,300	Direct Wages/Benefits plus Indirect:	47,300
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	47,300		
Total:	73,850	Total:	73,850

Work Element 1001 Overall Work Program

Objective

To develop an Overall Work Program and Budget consistent with State and Federal funding priorities and responsive to local agency needs.

Discussion

The Overall Work Program is prepared by MCTC staff and reflects State and Federal funding priorities balanced against local agency needs for transportation planning services. It is used to document annual grant funding to the MCTC and includes a discussion of the organization, significant transportation issues, proposed work activities, and the annual program budget and MCTC line-item budget.

Previous Work

MCTC Overall Work Program and Budget.

Product

1. 2024-25 MCTC Overall Work Program and Budget.
2. Quarterly Reports.

Tasks

Task	Description and Responsible Party	% of Work
1001.1	OWP Development <ul style="list-style-type: none">Initiate OWP development processReview IPG and State OWP Guidelines Responsible Party: MCTC Staff (November 2023 to February 2024)	35%
1001.2	Project Identification <ul style="list-style-type: none">Identify local project needs through public input Responsible Party: MCTC Staff (October 2023 to February 2024)	15%
1001.3	Circulation <ul style="list-style-type: none">Develop and circulate Draft OWP and Budget for public and agency review Responsible Party: MCTC Staff (February 2024 to March 2024)	10%

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1001.4	Adoption <ul style="list-style-type: none"> Complete OWP Adopt OWP with compliance certifications and process agreement Responsible Party: MCTC Staff (April 2024)	5%
1001.5	Reporting <ul style="list-style-type: none"> Complete Quarterly Reports Responsible Party: MCTC Staff (Quarterly July 2023 to June 2024)	30%
1001.6	Closeout <ul style="list-style-type: none"> Complete closeout reports FY 22-23 Responsible Party: MCTC Staff (August-September 2023)	5%
Total		100%

FTE: .19

1001 Overall Work Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	43,601
MCTA			
FHWA-PL	38,600		
FTA-Section 5303			
STIP – PPM (Match)	5,001		
Other			
Subtotal	43,601		
Total:	43,601	Total:	43,601

Work Element 1101 MCTA Administration

Objective

To provide effective administrative and fiscal support to the Madera County Transportation Authority pursuant to the enabling legislation and adopted authority procedures.

Discussion

The Madera County Transportation Authority was formed in 2007 (approved by Madera County voters in November 2006) and is responsible for administering the proceeds of the 1/2 percent sales tax enacted in Measure "T". The Authority contracts with MCTC for provision of the Measure "T" Investment Plan and Annual Work Program, agency administrative functions, and funds administration. The Executive Director also serves as the Authority's Executive Director and performs all staff administrative functions required to support the activities of the Authority.

The Authority produces an annual report of Measure T activities, which is widely distributed to the public and other interested stakeholders by mail and posted on the MCTA website.

The Authority also provides staffing for the Measure T Citizens' Oversight Committee, an appointed body of community representatives that provide independent review and oversight of Authority compliance audits. The Committee issues an Annual Report to the Public summarizing Authority audit findings and recommendations presented to the Authority board.

Previous Work

1. Meetings of the Madera County Transportation Authority and Technical Advisory Committee.
2. Annual Fiscal Audits.
3. 2021 Strategic Plan
4. MCTA Policies and Procedures.
5. Organization and administration of Citizens' Oversight Committee.
6. Planning, Programming, and Monitoring of Measure "T" projects and develop financial analysis and cash flow analysis.

Product

1. Annual Fiscal Audits.
2. Review and process project claims.
3. Prepare financial reports.
4. MCTA Operating Budget.

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5. Annual Work Program.
6. **Administration of Citizens' Oversight Committee.**
7. **Planning, Programming and Monitoring of Measure "T" projects.**
8. Financial assistance and cash flow analysis.
9. Publication of Measure T Annual Report.

Tasks

Task	Description and Responsible Party	% of Work
1101.1	Conduct MCTA and TAC meetings Responsible Party: MCTC Staff (July 2023 to June 2024)	5%
1101.2	Prepare MCTA Budget Responsible Party: MCTC Staff (May 2024)	5%
1101.3	Maintain MCTA financial records Responsible Party: MCTC Staff (July 2023 to June 2024)	20%
1101.4	Review and process project claims Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
1101.5	Prepare Annual Work Program Responsible Party: MCTC Staff (September 2023, June 2024)	25%
1101.6	Administration of Citizens' Oversight Committee Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
1101.7	Conduct Fiscal Audit Responsible Party: Consultant (October to December 2023)	10%
1101.8	Planning, programming, and monitoring of Measure "T" projects Responsible Party: MCTC Staff (July 2023 to June 2024)	10%
1101.9	Attend conferences including Focus on the Future (November 2023)	5%
	Total	100%

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FTE: .43

1101 MCTA Administration

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Financial Assistance, Audits, Annual Report	40,000
MCTA	436,000	Conf/Travel/Other Costs	36,000
FHWA-PL		Consultant	360,000
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	436,000	Subtotal	436,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	99,717
MCTA	99,717		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	99,717		
Total:	535,717	Total:	535,717

FY 2023-24 Overall Work Program

				Funds Available by Revenue Source																	
				MCTC	Other	Total	MCTC LTF	Member Assessment	MCTA	STIP PPM	SJV REAP Housing 1.0	REAP 2.0	SB-1 Sustainable Communities Formula	SB-1 Sustainable Communities Competitive (For illustrative purposes only)	FHWA PL	Complete Streets PL	FHWA PL Carryover 22-23	FHWA PL Carryover 21-22	FTA 5303	FTA 5303 Carryover 22-23	Total
Carryover Prior Years							142,878			0	18,010		164,136		0		109,606	117,139	0	9,959	561,728
Current Year Allocation							345,795	100,000	535,717	78,000	159,562	33,113	168,750	450,000	795,716	20,403		0	69,251	0	2,756,307
Carryover to Future Year							(109,121)	(3,300)													(112,421)
Total Available Funds				1,446,670	1,308,944	2,755,614	379,552	96,700	535,717	78,000	177,572	33,113	332,886	450,000	795,716	20,403	109,606	117,139	69,251	9,959	2,755,614

11/17/2023 9:44				Expenditures by Agency			Expenditures by Revenue Source																
Work Element Description		MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	Member Assessment	MCTA	STIP PPM	Federal Carryover Match - PPM	SJV REAP Housing 1.0	REAP 2.0	SB-1 Sustainable Communities Formula	SB-1 Sustainable Communities Competitive (For illustrative purposes only)	FHWA PL	Complete Streets PL	FHWA PL Carryover 22-23	FHWA PL Carryover 21-22	FTA 5303	FTA 5303 Carryover 22-23	Total		
101	Regional Transportation Plan	166,158		166,158	14,393	4,665			0						111,094		35,018	988			166,158		
102	Regional Housing Planning Program - REAP 1.0	7,978	169,594	177,572	0	0			0		177,572				0						177,572		
102.1	Regional Early Action Planning Grants of 2021 (REAP) 2.0	33,113		33,113	0				0			33,113			0						33,113		
104	F Oakhurst Multimodal Corridor Study FY 22-23	5,401	180,000	185,401	21,265				0				164,136	450,000	0						185,401		
105	F Regional Growth Forecast FY 23-24	15,613	175,000	190,613	21,863				0				168,750		0						190,613		
201	Transit Planning	89,472		89,472	8,972	1,290			0						0				69,251	9,959	89,472		
202	Rail Planning	21,200		21,200	21,200				0						0						21,200		
301	Active Transportation Planning - CS	87,650		87,650	0				10,053						57,194	20,403					87,650		
401	Routes, Corridors, and Routes of Regional Significance	52,151		52,151	5,982	0			0						0		46,169				52,151		
501	Transportation Development Program	202,781		202,781	23,259				0						179,522						202,781		
502	Project Coordination & Financial Programming	29,702		29,702	0				29,702						0						29,702		
601	Travel Demand Model Management	74,641	104,200	178,841	8,561	11,952			0						66,080			92,248			178,841		
602	Air Quality Modeling	83,591	9,000	92,591	0				9,588	1,032					74,003		7,968				92,591		
603	GIS and Mapping Resources	189,143	8,100	197,243	0				21,695	929					167,448		7,171				197,243		
604	Performance Management and Data Development	43,830		43,830	5,027	0			0						38,803						43,830		
605	Regional Traffic Monitoring Program	14,188	15,000	29,188	1,626	1,721			0	0					12,561		13,280				29,188		
701	Public Participation Program	56,942	27,000	83,942	6,531	3,097			0						50,411			23,903			83,942		
801	Transportation Funds Administration	74,798	69,500	144,298	144,298				0						0						144,298		
901	Lobbying	7,700	89,000	96,700	0		96,700		0						0						96,700		
902	Other Activities	47,300	26,550	73,850	73,850				0						0						73,850		
1001	Overall Work Program	43,601		43,601	0				5,001						38,600						43,601		
1101	MCTA Administration	99,717	436,000	535,717	0			535,717	0						0						535,717		
Total Expenditures				1,446,670	1,308,944	2,755,614	356,827	22,725	96,700	535,717	76,039	1,961	177,572	33,113	332,886	450,000	795,716	20,403	109,606	117,139	69,251	9,959	2,755,614
							379,552				78,000						1,042,864			79,210			

Madera County Transportation Commission**2023-24 Amended Budget**

17-Nov-23

Revenues	23-24 Budget	Amend #1	Amend #2	Amend #3	Amend #4	Amended Budget
FHWA PL	\$793,730				\$1,986	\$795,716
Complete Street PL	\$22,487				(\$2,084)	\$20,403
FHWA PL Carryover	\$228,372	\$130	(\$1,757)			\$226,745
FTA 5303	\$68,890				\$361	\$69,251
FTA 5303 Carryover	\$2,948		\$7,011			\$9,959
STIP Carryover	\$0					\$0
STIP Planning	\$78,000					\$78,000
SB-1 Sustainable Communities 23-24	\$164,209		\$4,541			\$168,750
SB-1 Sustainable Communities 22-23	\$164,974	(\$1,446)	\$608			\$164,136
SB-1 Sustainable Communities 21-22	\$0					\$0
SB-1 Sustainable Communities 20-21	\$0					\$0
REAP Housing 1.0	\$130,000		(\$111,990)	\$159,562		\$177,572
REAP 2.0			\$33,113			\$33,113
TDA Carryover	\$5,039	\$25,519	(\$23,663)	\$28,733	(\$1,871)	\$33,757
TDA Administration	\$120,000					\$120,000
TDA Planning	\$225,795					\$225,795
Member Assessment Fees	\$96,866	\$382	(\$1,098)	\$118	\$432	\$96,700
MCTA Carryover	\$0					\$0
MCTA	\$469,912	\$7,012	\$54,946	(\$329)	\$4,176	\$535,717
Other	\$0					\$0
Total Revenues	\$2,571,222	\$31,597	(\$38,289)	\$188,084	\$3,000	\$2,755,614
Non-cash information						
Toll Credits (PL)	\$0					\$0
Toll Credits (5303)	\$0					\$0
Expenses	23-24 Budget					Amended Budget
Salaries & Benefits						
Salaries	\$789,644		\$21,472			\$811,116
ICMA 401(a)	\$114,088		\$3,221			\$117,309
FICA, Employer	\$47,269		\$1,332			\$48,601
Medicare	\$11,450		\$311			\$11,761
Worker's Compensation	\$3,792		\$103			\$3,895
Health	\$133,033	\$1,485	\$20,462			\$154,980
Unemployment Insurance	\$896	\$112				\$1,008
Subtotal Salaries & Benefits	\$1,100,172	\$1,597	\$46,901	\$0	\$0	\$1,148,670
	Direct					
	\$618,336					\$670,571
	Indirect					
	\$481,836					\$478,099
Indirect Costs						
Admin Consulting Services	\$0	\$40,000		\$20,000		\$60,000
Advertising/Publications	\$2,000					\$2,000
Auto & Cell Allowance	\$4,200					\$4,200
Computer Software	\$8,000		\$1,000			\$9,000
Conference/Training/Education	\$8,000					\$8,000
Equipment Leases	\$9,000					\$9,000
Bldg/Equip. Maint. & Repairs	\$4,000					\$4,000
Insurance	\$1,000					\$1,000
Janitorial Services	\$2,000					\$2,000
Legal Services	\$20,000					\$20,000
MCTC Audit	\$24,000	\$1,000				\$25,000
Membership Fees	\$2,000					\$2,000
Miscellaneous	\$6,000					\$6,000
Office Furniture	\$2,000					\$2,000
Office Supplies	\$6,000					\$6,000
Postage	\$1,000					\$1,000
Rent	\$70,000					\$70,000
Technology Related Equipment & Repairs	\$32,000					\$32,000
Telephone/Internet/Website	\$13,000					\$13,000
Travel Expenses	\$5,000					\$5,000
Utilities	\$10,000					\$10,000
Valley Coordination	\$6,800					\$6,800
Subtotal Indirect Costs	\$236,000	\$41,000	\$1,000	\$20,000	\$0	\$298,000
Other Direct Costs						
Air Quality (Consultant)	\$9,000					\$9,000
Board Costs and Other Costs	\$37,550					\$37,550
Consultant (SB-1 Planning Grant)	\$355,000	(\$15,000)	\$5,800	\$9,200		\$355,000
Consultant (Public Outreach Coordination)	\$0					\$0
Consultant (Regional Housing Program)	\$120,000		(\$101,990)	\$151,584		\$169,594
Consultant (Measure Renewal)	\$350,000		\$10,000			\$360,000
Consultant (Lobbying&Intergovernmental)	\$78,000					\$78,000
MCTA Tax Recovery Services	\$10,000					\$10,000
MCTA Conference(s)/Travel	\$8,000					\$8,000
MCTA Fin Asst/Audits/Annual Report	\$36,000	\$4,000				\$40,000
MCTA Project Development	\$6,000					\$6,000
MCTC TDA Audits	\$15,000					\$15,000
MCTC TDA Other Admin Costs	\$7,500					\$7,500
Other MCTA Costs	\$9,000				\$3,000	\$12,000
Public Participation Program	\$30,000					\$30,000
RTP EIR	\$0					\$0
RTP/SCS Development	\$0					\$0
Technical/Modeling On-Call Services	\$100,000					\$100,000
Traffic Model & GIS Support	\$10,500			\$1,800		\$12,300
Traffic Monitoring Program	\$9,500			\$5,500		\$15,000
Translation Services	\$4,000					\$4,000
Triennial Performance Audits	\$40,000					\$40,000
Subtotal Other Direct Costs	\$1,235,050	(\$11,000)	(\$86,190)	\$168,084	\$3,000	\$1,308,944
Total Expenses	\$2,571,222	\$31,597	(\$38,289)	\$188,084	\$3,000	\$2,755,614
	\$0	\$0	\$0	\$0	\$0	\$0



STAFF REPORT
Board Meeting of November 29, 2023

AGENDA ITEM: 8-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Award Contract – Triennial Performance Audits

Enclosure: No

Action: Authorize staff to enter a contract with Moore & Associates to conduct the Triennial Performance Audits for fiscal years 2020-21 through 2022-23

SUMMARY:

At its September 20, 2023 meeting, the Policy Board approved the release of the Triennial Performance Audit Request for Proposals (RFP). MCTC is statutorily required by Section 99246 of the California Public Utilities Code to designate entities other than itself, a county transportation commission, a transit development board, or an operator to make a performance audit of its activities and the activities of each operator to whom it allocates funds. The audit will cover fiscal years 2020-21 through 2022-23 and will audit the following functions:

- RTPA Administration and Management;
- Transportation Planning and Regional Coordination;
- Claimant Relationships and Oversight;
- Follow up of prior Performance Audit Recommendations;
- Marketing and Transportation Alternatives; and
- Grant Applications and Management.

The final report is scheduled to be presented to the Policy Board in Spring 2024. MCTC staff expects that the performance audit will be conducted consistent with the "Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities" issued by the California Department of Transportation (Caltrans).

Staff received four proposals, scored the proposals according to the established criteria, and the results of the scoring are:

1. Moore & Associates – 94.33/100, \$37,949
2. Michael Baker International – 93.67/100, \$39,398
3. Altmayer Consulting, Inc. – 84/100, \$39,750
4. Harshwal & Company, LLP – 69.67/100, \$45,000

After conducting the RFP process and scoring and evaluating the submitted proposals, MCTC staff recommends retaining the firm of Moore & Associates to conduct the triennial performance audit.

FISCAL IMPACT:

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



STAFF REPORT
Board Meeting of November 29, 2023

AGENDA ITEM: 9-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

2024 Meeting Schedule

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Included in your packet is the schedule for the 2024 Madera County Transportation Authority Board Meetings.

FISCAL IMPACT:

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

Madera County 2006 Transportation Authority
2024
Meeting Schedule
3:00 pm

Date	Location
January 17	MCTC Board Room
February 21	MCTC Board Room
March 20	MCTC Board Room
April 17	MCTC Board Room
May 22	MCTC Board Room
June 19	MCTC Board Room
July 17	MCTC Board Room
*August 21	MCTC Board Room
September 18	MCTC Board Room
October 23	MCTC Board Room
November 20	MCTC Board Room
*December 18	MCTC Board Room

**August and December are normally scheduled recesses. If there is a need for a meeting, the date shown for that month will be used.*



STAFF REPORT
Board Meeting of November 29, 2023

AGENDA ITEM: 9-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

HdL Newsletter 2nd Quarter 2023

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Included in the packet for your information is the 2nd Quarter 2023 Measure T Newsletter from HdL.

FISCAL IMPACT:

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

MADERA COUNTY MEASURE T

SALES TAX UPDATE

2Q 2023 (APRIL - JUNE)



MADERA COUNTY MEASURE T

TOTAL: \$ 4,154,925

-3.3%

2Q23



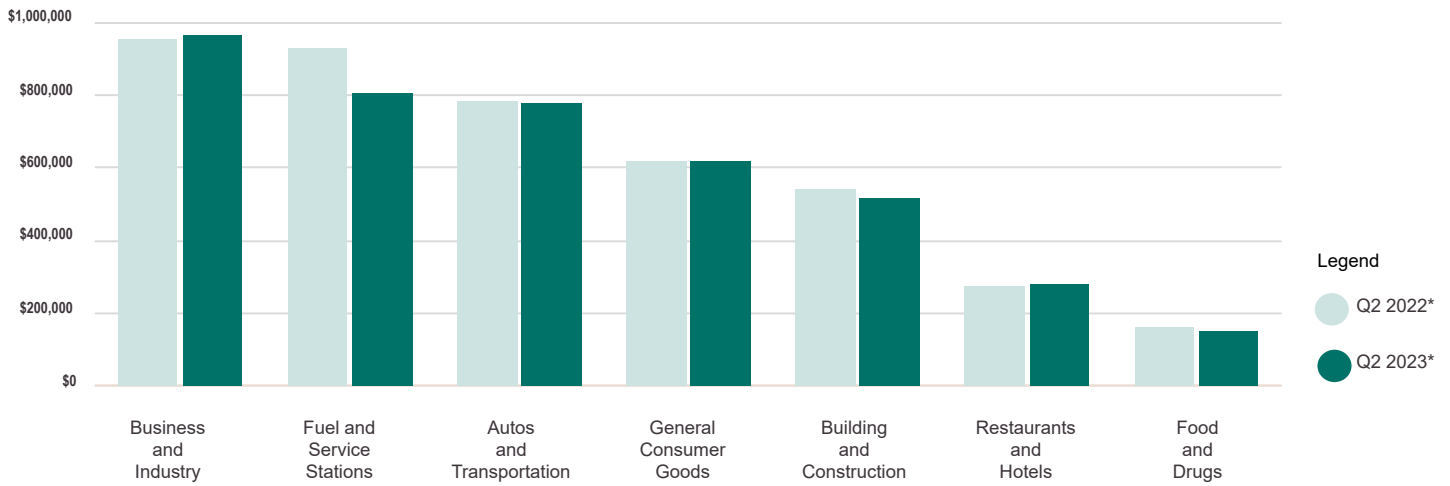
-2.9%

STATE



*Allocation aberrations have been adjusted to reflect sales activity

SALES TAX BY MAJOR BUSINESS GROUP



MADERA COUNTY MEASURE T HIGHLIGHTS

Receipts for Madera County Measure T from April through June were 6.5% below the second sales period in 2022. Excluding reporting aberrations, receipts for the period were down 3.3%.

Results for the Central Valley show the region is starting to react to the effects of inflated prices and record high interest rates. Despite the drop in gas prices, which

produced the largest decline this period for many jurisdictions and Measure T, there are signs that the average consumer is starting to pull back on discretionary purchases, but not to a significant degree. For example, Madera County residents and businesses bought more new cars compared to this time last year, but spent less on used cars and RVs. Meanwhile, spending on general

consumer goods retreated only slightly.

Lumber prices plummeted, but high interest rates on construction loans and home mortgages continue to stifle new development.

The business and industry group is the most dynamic of all because it represents a broad scale of B-T-B equipment and supply sales across multiple industry types. This period, purchases of material by local industry increased, another sign that the Valley's economy still has some strength left.

Despite increased menu prices that are not likely to decline anytime soon, restaurant activity grew as patrons adjusted to the elevated cost of dining out.

Net of adjustments, taxable sales for all of Madera County were 4.5% below this time last year while those of the San Joaquin Valley were down 3.4%.

TOP NON-CONFIDENTIAL BUSINESS TYPES

Madera County Transportation Commission - Measure T

Business Type	Q2 '23*	Change	HdL State Change
Service Stations	695.1	-10.9% ↓	-19.9% ↓
New Motor Vehicle Dealers	394.8	2.9% ↑	-0.3% ↓
Contractors	240.5	1.3% ↑	-2.9% ↓
Building Materials	215.4	-13.2% ↓	-8.0% ↓
General Merchandise	208.6	10.0% ↑	-2.5% ↓
Garden/Agricultural Supplies	198.4	-30.0% ↓	-2.8% ↓
Used Automotive Dealers	175.0	-6.3% ↓	-6.2% ↓
Warehouse/Farm/Const. Equip.	152.1	0.7% ↑	8.8% ↑
Quick-Service Restaurants	128.3	3.3% ↑	3.2% ↑
Casual Dining	102.4	4.7% ↑	4.5% ↑

*Allocation aberrations have been adjusted to reflect sales activity

*In thousands of dollars



STATEWIDE RESULTS

California's local one cent sales and use tax receipts for sales during the months of April through June were 2.8% lower than the same quarter one year ago after adjusting for accounting anomalies. The second quarter of the calendar year was impacted by continued wet weather and a difficult comparison with the prior year, which experienced dramatic growth.

The fuel-service stations sector contributed the most to this decline as year-over-year (YOY) falling fuel prices at the pump reduced receipts from gas stations and petroleum providers. Russia's invasion of Ukraine and other world events during this period last year, pushed the global cost of crude oil to record highs. This dynamic also carried into general consumer goods as retailers selling fuel experienced a similar drop. Recently, OPEC and Russia have maintained production cuts having upward pressure on pricing again leading to future comparative growth.

Sustained wet conditions further delayed projects, especially those from the prior quarter, hindering building-construction returns. YOY lumber price declines added to the pull back from building materials

providers. Higher interest rates represent a significant headwind for the industry with potential impacts of limited commercial development activity, slowing public infrastructure projects and homeowners left unable to access equity for renovations.

Despite a significant increase in new car registrations, revenue from autos-transportation fell by 1.4%. The improved activity can largely be attributed to rental car agencies restocking their fleets. However, these are wholesale transactions with sales tax charged upon rental of these vehicles. Weak demand for recreational vehicles, boats and motorcycles coupled with elevated overall financing costs remain challenges going forward.

Use taxes remitted via the countywide pools decreased 0.75%, marking the third consecutive quarter of decline. While overall online sales continue to rise, pool collections dropped with the offsetting effect of more in-state fulfillment generated at large warehouses and through existing retail outlets allocated directly to local agencies.

Restaurant sales were a bright spot as the summer season began. Although

menu prices have flattened after a year of sharp gains, patrons are making more restaurant trips and are favoring spending their disposable income on experiences. Better sales by office material suppliers and enhanced investments of warehouse-farm-construction equipment contributed to improved returns for the business-industry category.

Sales tax for the remainder of 2023 appears likely to follow the recent trend of moderate declines before leveling off in early 2024. Cooling consumer confidence and greater pressure on household budgets may lead to a lackluster upcoming holiday shopping period. Furthermore, the possibility of a longer and more pronounced slowdown in economic activity exists as the Federal Reserve considers additional interest rate increases to combat high prices that are already stretching consumer wallets.

MAJOR BUSINESS GROUP TRENDS BY COUNTY

Percent Change from 2nd Quarter 2022 *

	Autos/Tran.	Bldg/Const	Bus/ind.	Food/Drug	Fuel	Cons. Goods	Restaurants
Fresno Co.	-1.6%	-4.6%	-7.8%	2.5%	-17.9%	-4.6%	3.2%
Kern Co.	-5.8%	-12.6%	23.5%	-8.3%	-18.3%	-5.0%	3.5%
Kings Co.	-2.4%	17.8%	4.9%	-10.1%	-21.6%	-7.9%	3.4%
Madera Co.	-4.4%	-3.9%	3.7%	-6.9%	-15.7%	-5.9%	2.5%
Merced Co.	-1.6%	-7.2%	19.0%	-5.5%	-20.8%	-4.3%	4.7%
San Joaquin Co.	5.5%	-12.0%	5.8%	-2.0%	-22.8%	-5.8%	4.3%
Stanislaus Co.	1.4%	-12.7%	12.4%	-4.9%	-10.9%	-4.4%	1.5%
Tulare Co.	0.2%	-1.1%	-5.1%	-1.5%	-19.5%	-4.1%	3.2%

*Allocation aberrations have been adjusted to reflect sales activity



STAFF REPORT
Board Meeting of November 29, 2023

AGENDA ITEM: 10-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Measure T Renewal Update – Polling Survey Results

Enclosure: Yes

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

SUMMARY:

Measure T was approved by voters in November 2006. It established the Madera County Transportation Authority (MCTA) and authorized a ½ cent retail transaction and use tax for 20 years (between April 1, 2007, thru March 31, 2027) specifically to fund transportation projects and programs in the County. Measure T failed to be renewed by the voters in November 2022, earning 52.41 percent of the vote, falling short of the 2/3 majority required.

In August 2023, the MCTA Board of Directors authorized DKS Associates to manage an education outreach program to determine whether Madera County residents are interested in considering a revised extension measure for the November 2024 ballot. As part of the effort, DKS' subconsultant, FM3 Research, conducted a statistically valid survey between September 19 and 25, 2023 to gauge opinions based on current County conditions. FM3 reached out to 648 voters representing a cross section of demographically diverse potential voters.

The survey results indicate that there is potential support for the measure, provided one can be crafted to meet the expectations and parameters supported by the voters. FM3 will provide the Board of Directors with a summary of the survey results which presents valid information within a +/-4% range. A summary is attached to this agenda item.

A follow up survey testing a potential expenditure plan created by the Measure T Renewal Steering Committee is expected to be conducted in March of 2024 with results presented to the Committee and the MCTA Board of Directors for consideration in April.

FISCAL IMPACT:

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



Madera County Voter Attitudes Toward a Measure T Renewal






Key Findings of a Countywide Survey Conducted September 19-25, 2023



OPINION
RESEARCH
& STRATEGY

Survey Methodology

Item 10-10-A.

Dates	September 19-25, 2023
Survey Type	Dual-mode Voter Survey
Research Population	Likely November 2024 Madera County Voters
Total Interviews	648
Margin of Sampling Error	±4.0% at the 95% Confidence Level
Contact Methods	 Telephone Calls  Email Invitations  Text Invitations
Data Collection Modes	 Telephone Interviews  Online Interviews
Languages	English and Spanish

(Note: Not All Results Will Sum to 100% Due to Rounding)

322

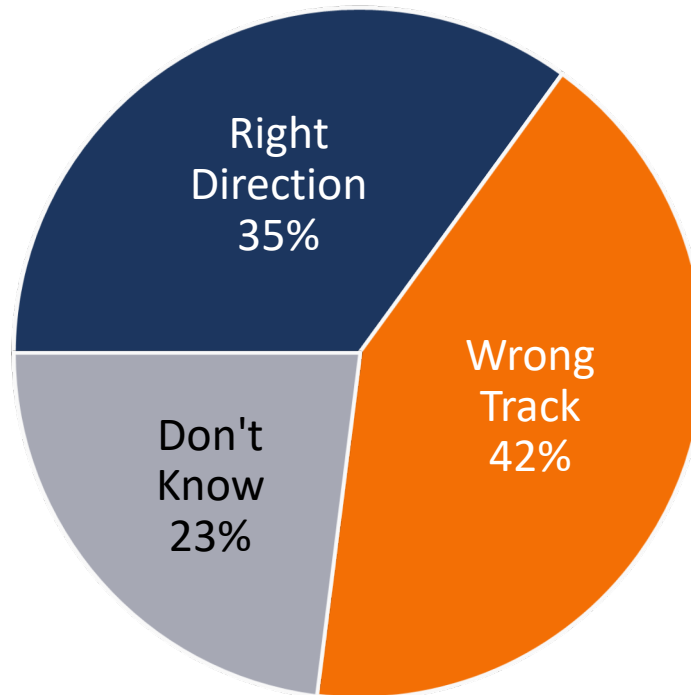


Issue Context

Madera County voters are split on the direction of the County.

Item 10-10-A.

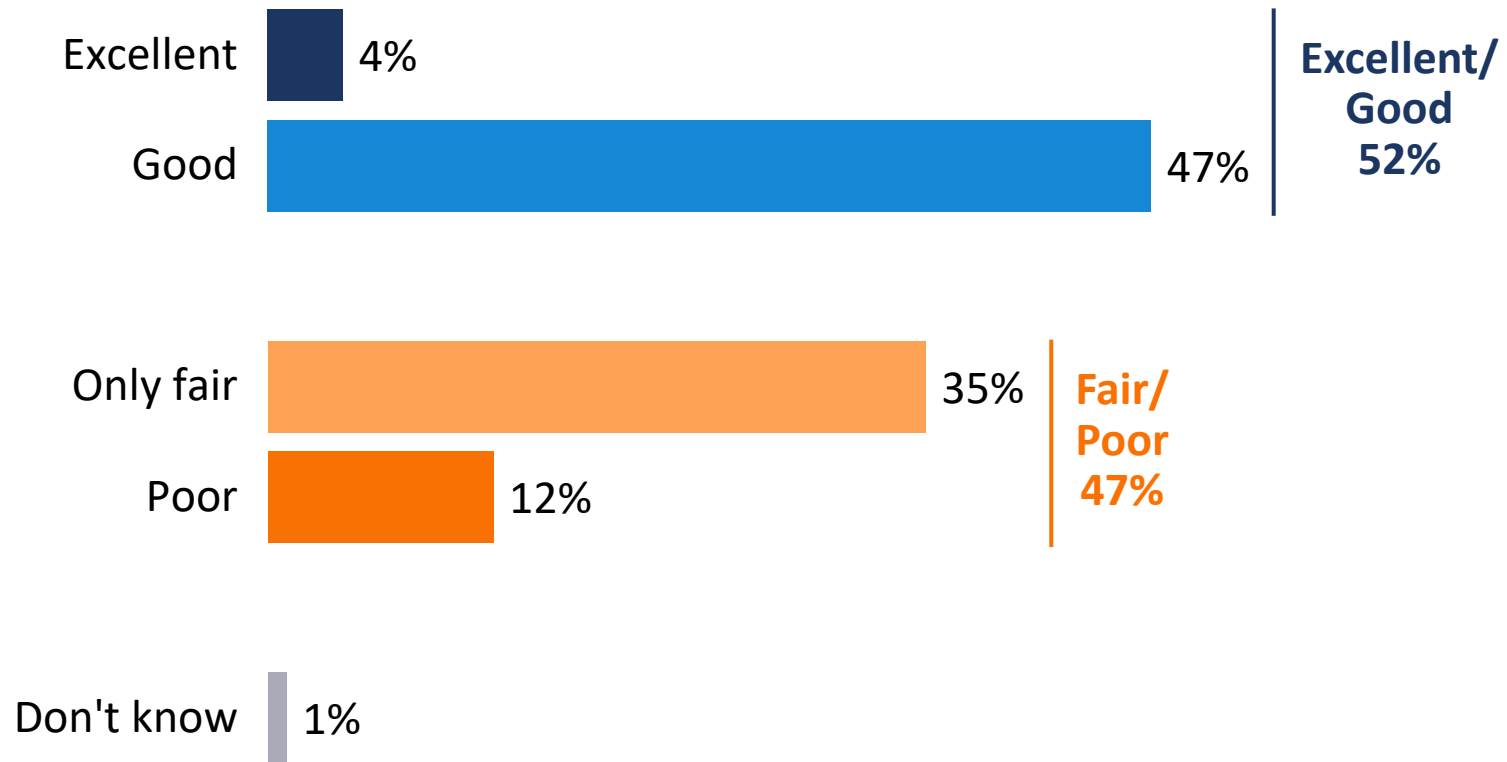
Do you feel things in Madera County are generally going in the right direction or are they off on the wrong track?



They are also divided on the quality of life, few expressing strong feelings.

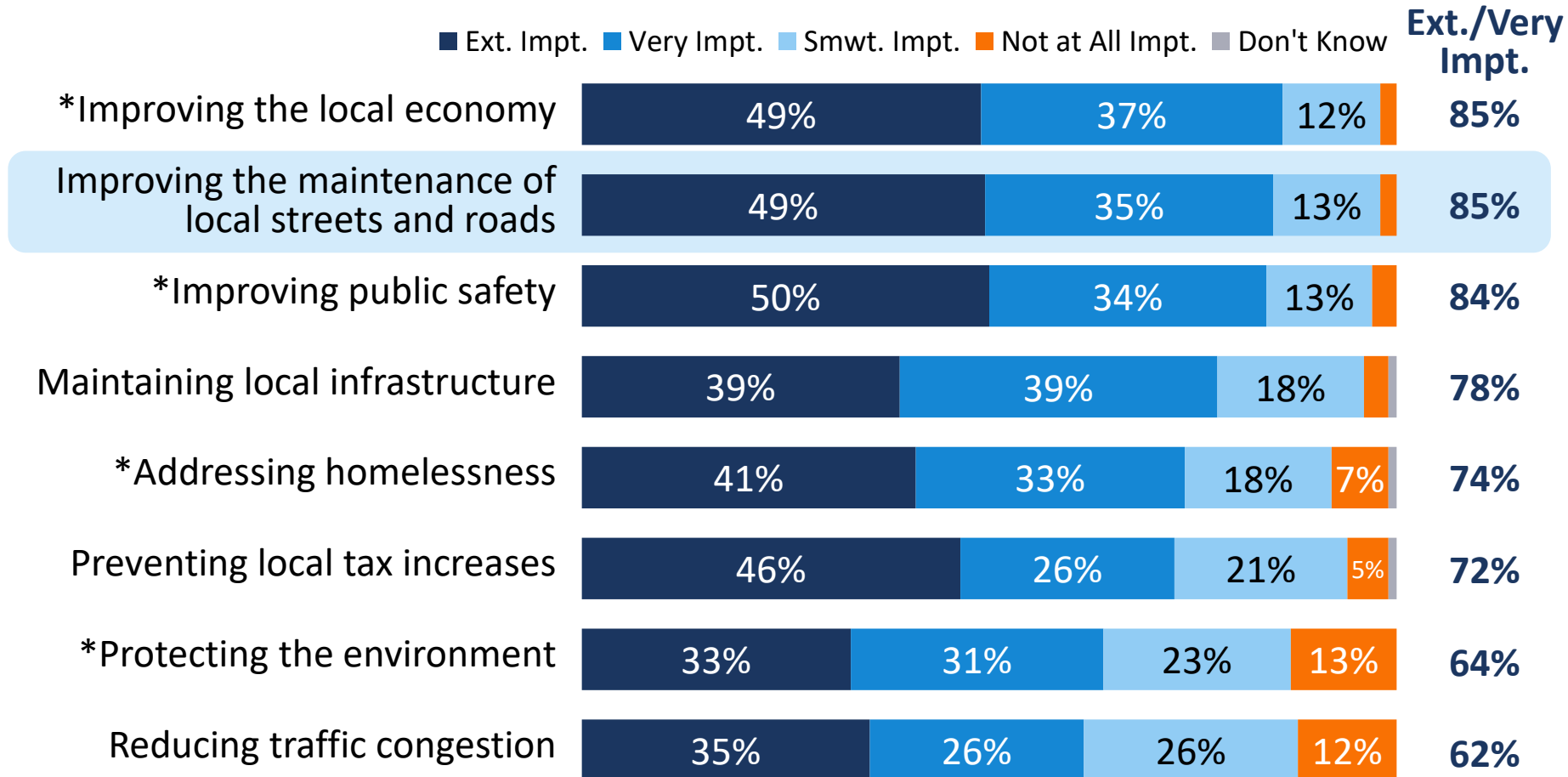
Item 10-10-A.

Would you say the overall quality of life in Madera County is excellent, good, only fair, or poor?



Maintenance of streets and roads – along with the economy and public safety – ranks among voters' top priorities. Item 10-10-A.

I'm going to read a list of issues facing Madera County; for each one, please tell me how important you feel the issue is to you, using a scale of extremely important, very important, somewhat important, or not at all important.



Priorities have not shifted significantly since 2022.

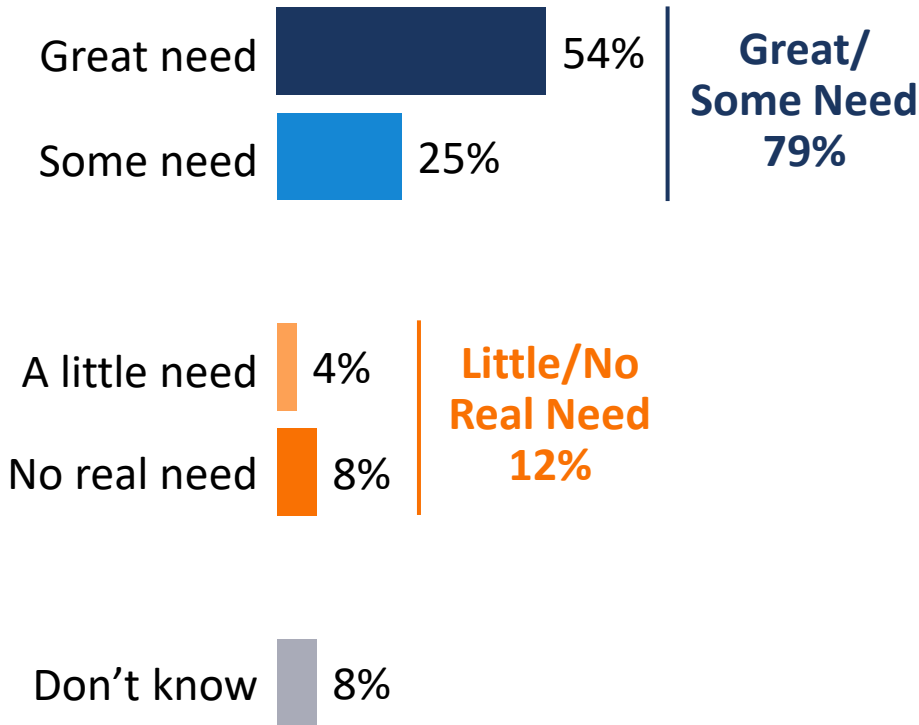
Item 10-10-A.

Issue (Extremely/Very Important)	2021	2022	2023	Difference (2022-2023)
*Improving public safety	82%	77%	84%	+7%
Preventing local tax increases	68%	68%	72%	+4%
*Protecting the environment	68%	62%	64%	+2%
*Improving the local economy	82%	83%	85%	+2%
Maintaining local infrastructure	83%	77%	78%	+1%
Reducing traffic congestion	60%	62%	62%	+0%
*Addressing homelessness	73%	75%	74%	-1%
Improving the maintenance of local streets and roads	88%	88%	85%	-3%

Nearly four in five say the County has a need for additional funding for streets, roads and transportation infrastructure.

Item 10-10-A.

In general, would you say Madera County has a great need for additional funding, some need, a little need, or no real need for additional funding for streets, roads and transportation infrastructure?



Demographic Groups Disproportionately Likely to Say There is a “Great Need”
Democratic Women
Conservative Independents
Ride the Bus 2-3 Times a Week
Lived Over 40 Years in Madera County
Democrats Ages 18-49
Supervisory District 3
Ages 75+
Democrats
Non-College Educated Women
Latino Women
Independents Ages 18-49
Liberal Democrats
Supervisory District 4



Introducing the Measure

Ballot Language Tested

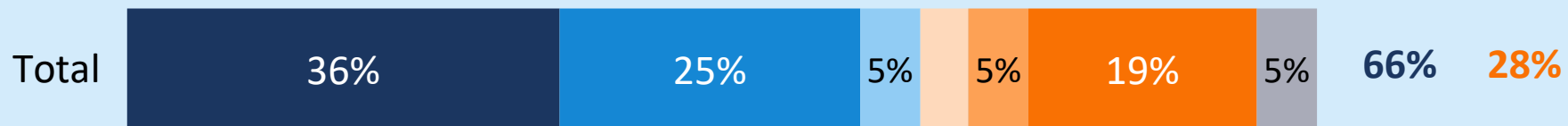
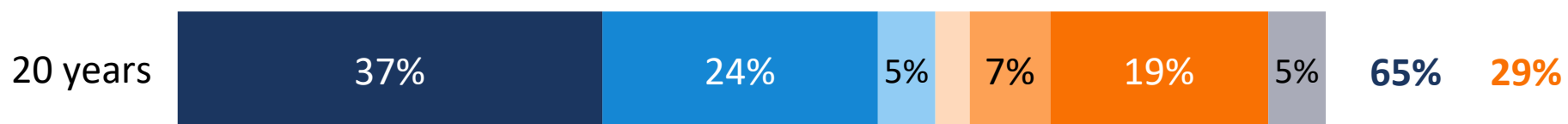
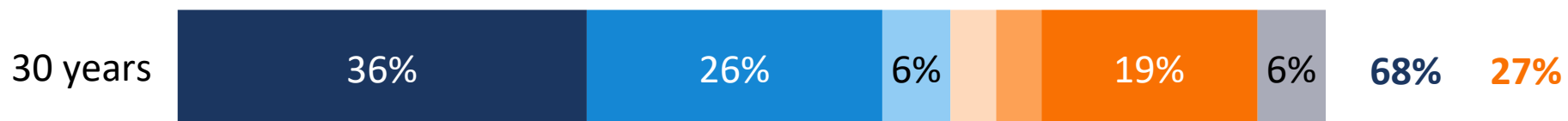
Item 10-10-A.

To keep local streets, highways, and infrastructure in good repair; fix potholes, pave/maintain local streets; improve highway safety and 911 emergency vehicle access; retrofit older bridges/overpasses; complete other transportation projects; and qualify for \$600,000,000 in State/Federal matching funds, shall an ordinance be adopted continuing Madera County's voter-approved ½¢ sales tax without increasing the tax rate, renewing \$20,000,000 annually (**HALF SAMPLE ONLY: for 30 years**) (**HALF SAMPLE ONLY: for 20 years**), with citizen oversight/independent audits and all money staying local?

Two-thirds of those polled support the measure; statistically, there is no difference between a 20- and 30-year sunset.

■ Def. Yes ■ Prob. Yes ■ Und., Lean Yes ■ Und., Lean No ■ Prob. No ■ Def. No ■ Undecided

Total Yes **Total No**



Democrats and independents are more supportive than are Republicans.

Item 10-10-A.

Demographic Group	Total Yes	Total No	Undecided
All Voters	66%	28%	5%
Gender			
Men	65%	32%	3%
Women	68%	25%	8%
Party			
Democrats	76%	18%	6%
Independents	67%	25%	8%
Republicans	59%	38%	3%
Ideology			
Liberal	79%	16%	5%
Moderate	68%	27%	5%
Conservative	61%	34%	5%
Race/Ethnicity			
White Voters	70%	24%	6%
Latino Voters	73%	24%	4%
All Voters of Color	70%	26%	4%

Voters under age 30 and 75 and over are among the strongest supporters.

Item 10-10-A.

Demographic Group	Total Yes	Total No	Undecided
Age			
18-29	71%	22%	7%
30-39	68%	27%	5%
40-49	58%	40%	2%
50-64	64%	30%	6%
65-74	63%	29%	7%
75+	84%	14%	2%

Democrats who are female or age 50 and older are particularly supportive.

Item 10-10-A.

Demographic Group	Total Yes	Total No	Undecided
Party by Age			
Democrats Ages 18-49	74%	19%	7%
Democrats Ages 50+	78%	17%	5%
Independents Ages 18-49	71%	24%	5%
Independents Ages 50+	60%	27%	13%
Republicans Ages 18-49	54%	44%	3%
Republicans Ages 50+	62%	34%	4%
Party by Gender			
Democratic Men	73%	26%	1%
Democratic Women	78%	13%	9%
Independent Men	67%	28%	5%
Independent Women	66%	23%	11%
Republican Men	58%	39%	3%
Republican Women	60%	36%	4%

Middle-income voters are strongly supportive.

Item 10-10-A.

Demographic Group	Total Yes	Total No	Undecided
Education			
Some College or Less	68%	27%	6%
Four-year College or More	65%	30%	5%
Household Income			
<\$60,000	67%	28%	4%
\$60,000-\$75,000	69%	27%	4%
\$75,000-\$100,000	79%	16%	5%
\$100,000-\$150,000	65%	31%	4%
\$150,000+	71%	25%	4%

Support is short of two-thirds in District

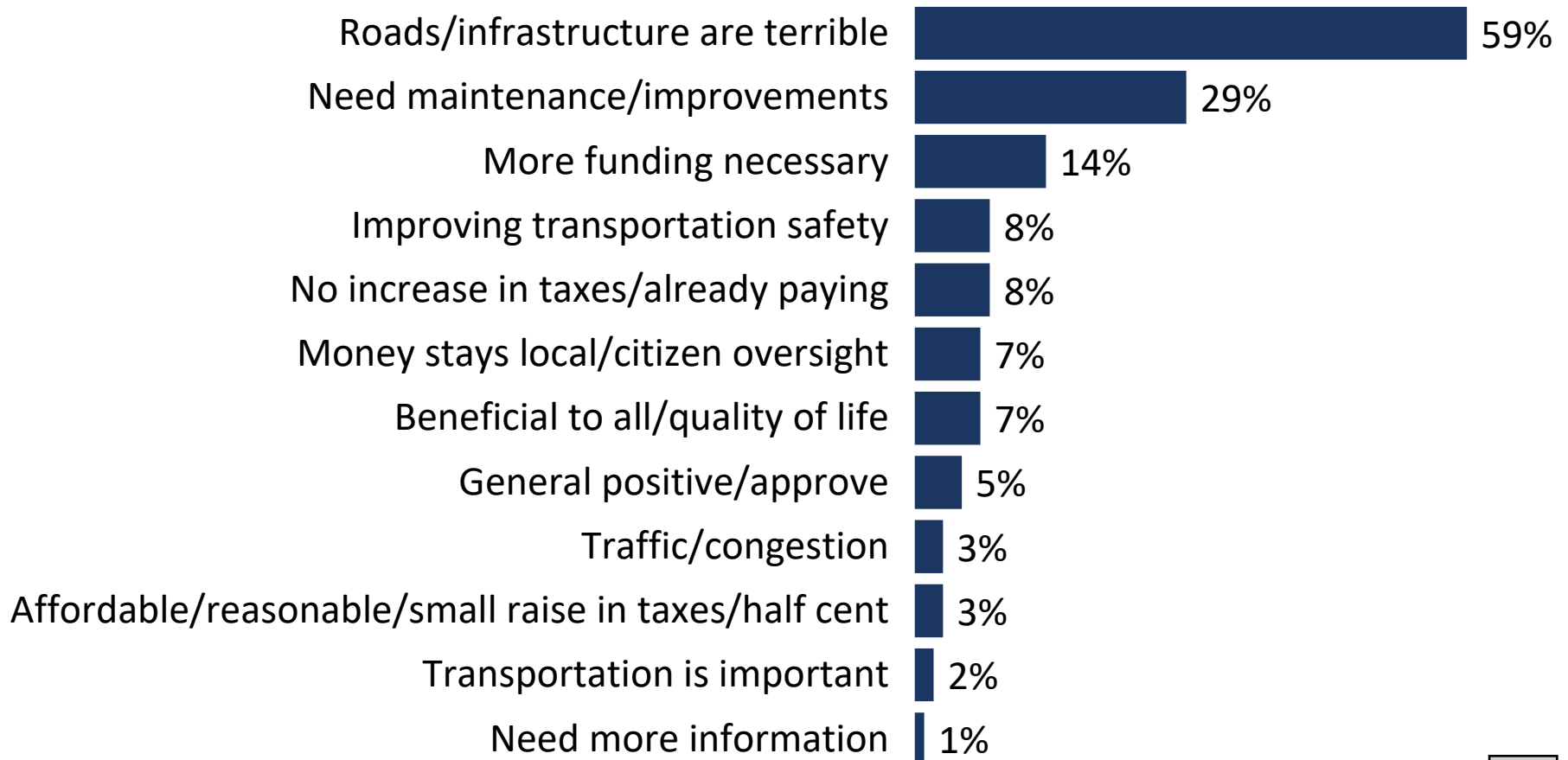
Item 10-10-A.

Demographic Group	Total Yes	Total No	Undecided
Lived in Madera County			
<5 Years	64%	26%	10%
6-10 Years	69%	30%	1%
11-20 Years	71%	22%	7%
21-40 Years	71%	26%	3%
41+ Years	60%	34%	6%
Born & Raised	60%	33%	7%
Supervisorial District			
1	67%	28%	6%
2	61%	34%	6%
3	68%	27%	5%
4	71%	24%	5%
5	67%	27%	6%
Participation in the Last Six Statewide Elections			
2+/6	63%	31%	5%
3/6	62%	32%	6%
4+/6	62%	31%	6%
5+/6	63%	32%	6%
6/6	61%	34%	6%

Supporters of the measure see a need for investment in roads and infrastructure.

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*In a few words of your own, why would you vote **YES** on this measure?
(Open-ended; Asked of Yes Voters Only, n=431)*



Verbatim Comments from Supporters

Item 10-10-A.

Our roads are terrible, however if there is an increase in sales tax it should be used for our roads and only our roads, not for what the state wants to use the extra funds for to fund one of their short falls.

Our roads are in disrepair from lack of maintenance. We need more oversight of the funds as well and community input. The road department is not doing a good job.

I live in Oakhurst and I see road repair is mostly throwing tar in potholes. I would like to see more streets adopted by Madera County to get resurfaced and plowed in the winter.

I'm already used to paying this tax and support further road improvements especially in eastern Madera County, which I feel is forgotten.

I've been on there roads and they have holes and everything and it just needs to be fixed so people don't get hurt.

The off-highway roads are in bad repair and need work. Not just a bumpy patch.

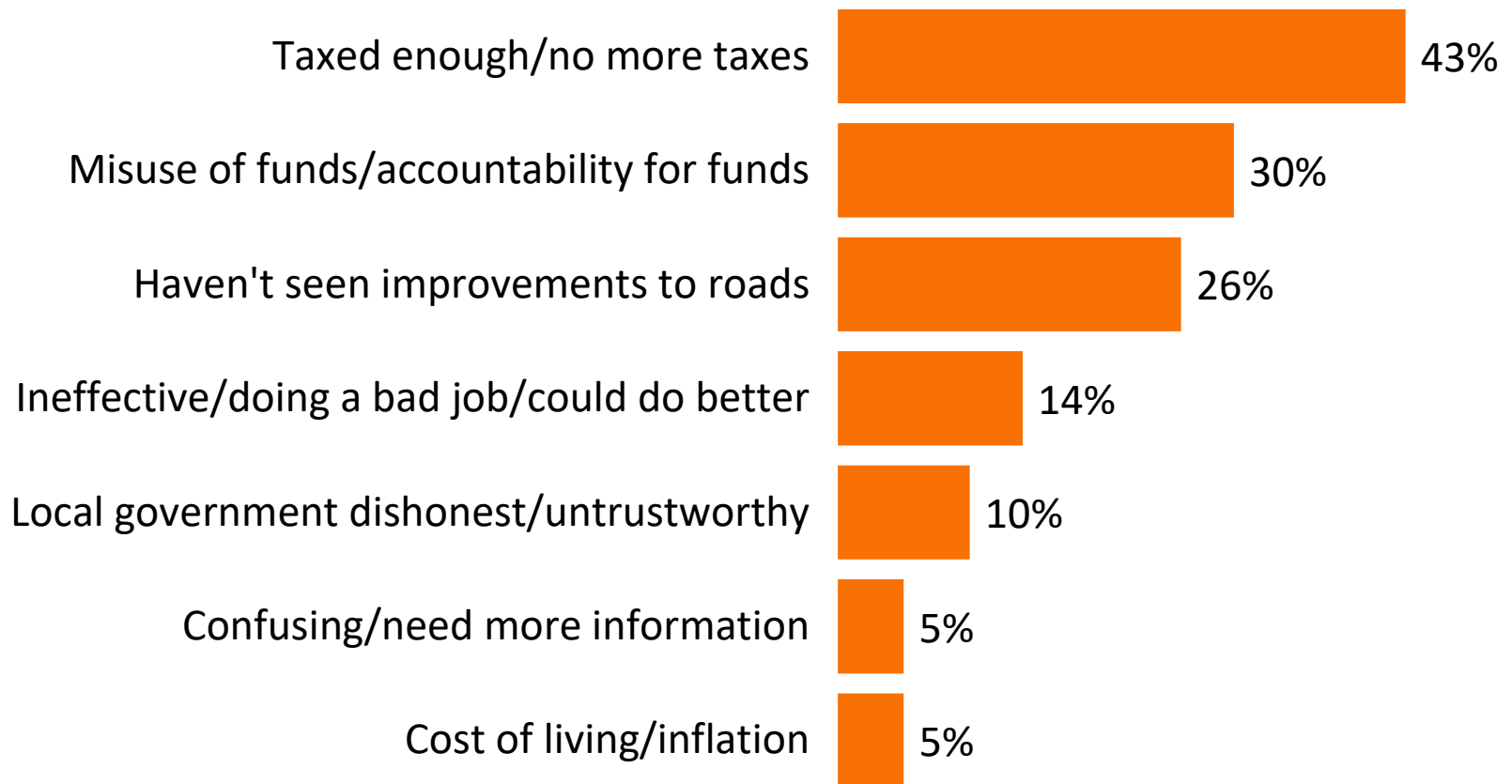
The traffic in southwest Madera County is getting worse by the day. I'm hoping some of the money will ease the burden.

338

Opponents worry about accountability and opposed to taxes.

Item 10-10-A.

*In a few words of your own, why would you vote **NO** on this measure?
(Open-ended; Asked of No Voters Only, n=182)*



Verbatim Comments from Opponents

Item 10-10-A.

Our roads are terrible. Our economy is terrible and more taxes are not the answer. Allocate funds appropriately and stay within budget and our transportation and infrastructure would be great!

You are already taxing us enough , figure how to do it with the money you already collect, quite misappropriating the taxes you already have.

Stop paying the top officials insane amounts of money and make cuts where necessary, the taxpayers already pay stupid amounts of money in taxes and the roads are some of the worst in the country.

We have too many transportation taxes placed on our gasoline purchases already and minimal benefit.

The money we pay for these repairs already is being mismanaged and I'm not interested in giving more.

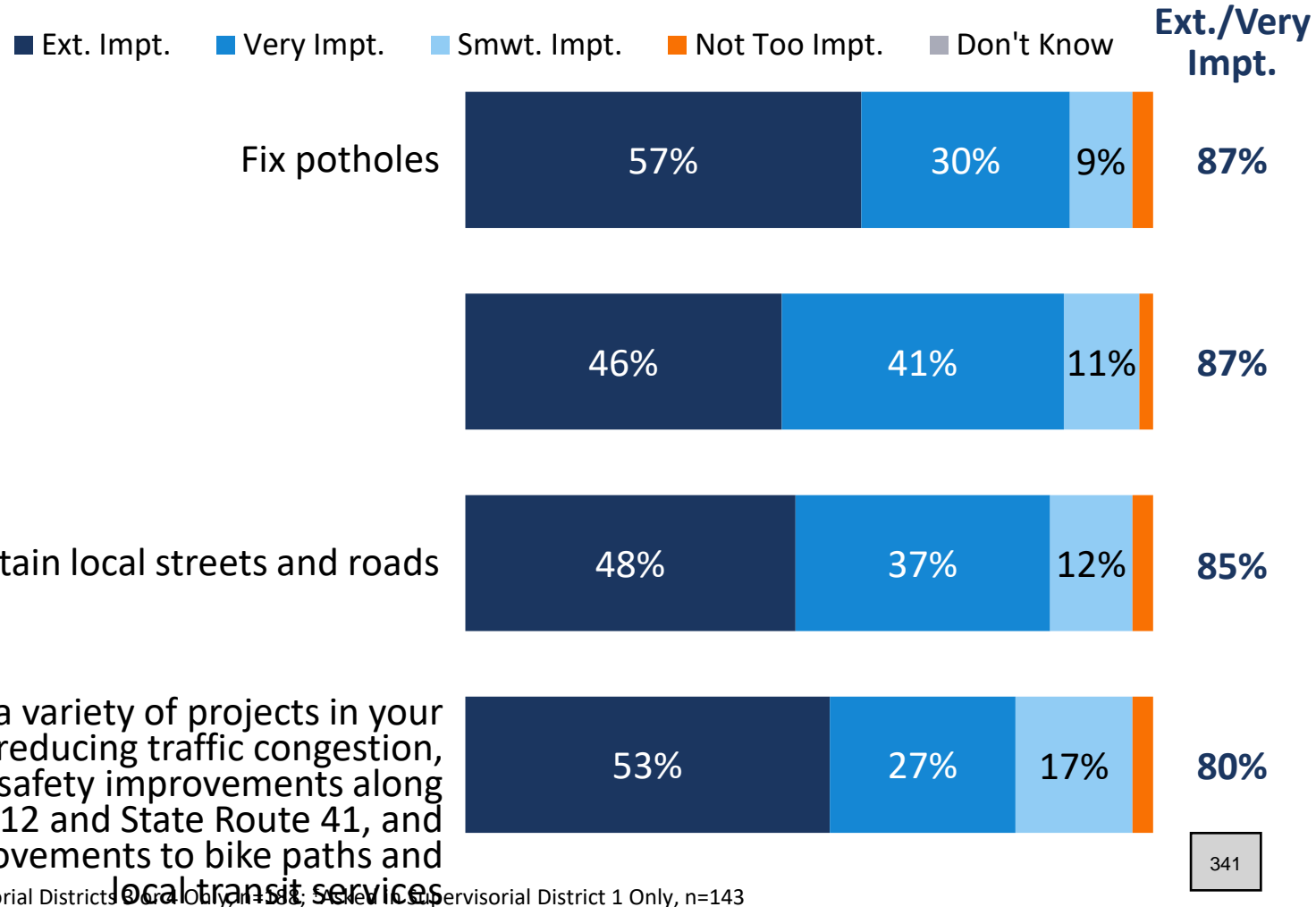
Every time people approve a measure like that they [end up] using that money for something else.

This tax was in place and our roads have been absolutely terrible for years.

Voters say it is most important to fix potholes, complete district-specific projects and maintain local streets.

Item 10-10-A.

*Here is a list of more specific projects that could be funded by the measure.
Please tell me how important it is to you that each project be funded:
extremely important, very important, somewhat important, or not too important?*



†(Dist. 1) Complete a variety of projects in your area, including reducing traffic congestion, maintenance and safety improvements along Avenues 7, 9 and 12 and State Route 41, and improvements to bike paths and local transit services

Q7. †Asked in Supervisorial Districts 9 and 10 only, n=188; ‡Asked in Supervisorial District 1 Only, n=143

District 5 voters rank their local projects highly, as well. Item 10-10-A.

■ Ext. Impt. ■ Very Impt. ■ Smwt. Impt. ■ Not Too Impt. ■ Don't Know

Ext./Very Impt.

~(Dist. 5) Complete a variety of projects in your area, including improving emergency vehicle access, maintenance and road safety improvements along State Routes 41 and 49 and other local roads, maintenance, reducing congestion, and improving local transit services



78%

Improve traffic flow and safety on highways including the 99, 41, and 152



78%

Retrofit or replace older bridges and overpasses that have structural problems



77%

Add passing lanes and improve highway interchanges to improve safety and reduce head-on collisions



75%

Provide students with safe routes to walk and bike to school



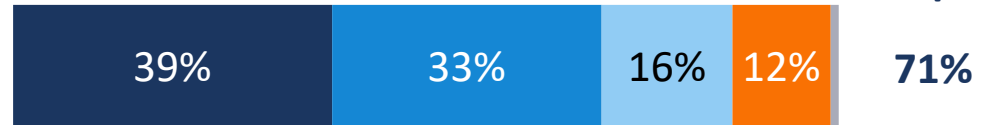
74%

Seven in ten say it is important to keep transit fares affordable.

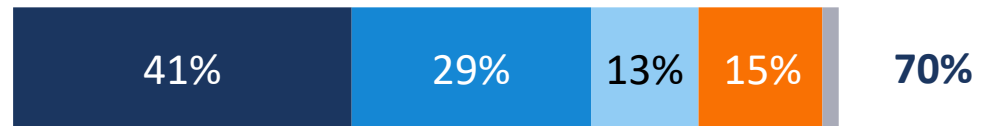
Item 10-10-A.

■ Ext. Impt. ■ Very Impt. ■ Smwt. Impt. ■ Not Too Impt. ■ Don't Know **Ext./Very Impt.**

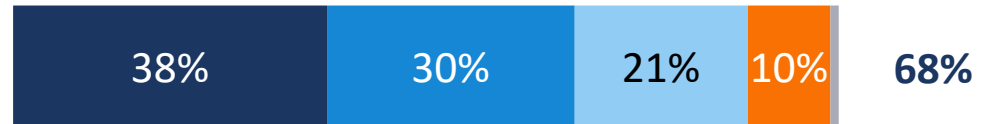
Keep transit fares affordable for students, seniors, veterans, and the disabled



^Δ(Dist. 2) Complete a variety of projects in your area, including improving interchanges on State Routes 99, 152 and 233, maintaining 13th, Humboldt, Monterey, Robertson Boulevard, Road 16, and Avenue 24½, and improving local transit services and bike lanes



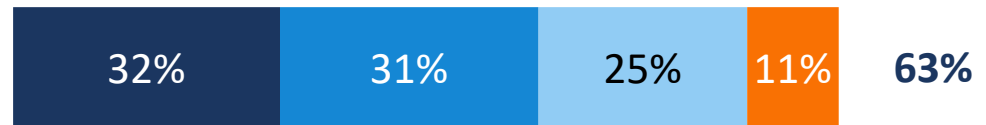
Add lanes to widen congested roadways and highways, where possible



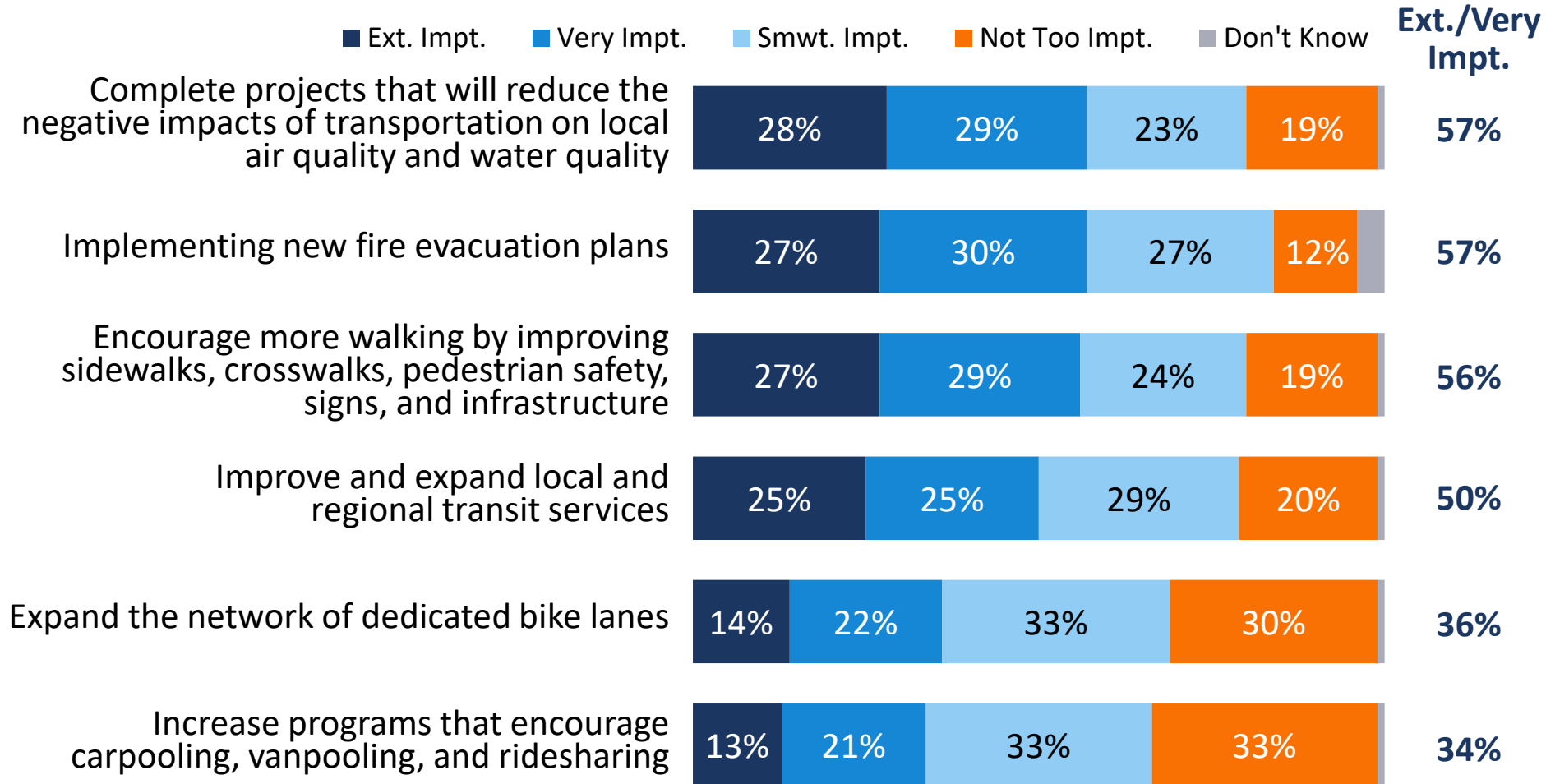
Synchronize traffic signals on major roadways



Reduce traffic congestion



Bike lanes and carpooling programs are **le** Item 10-10-A. important to voters.

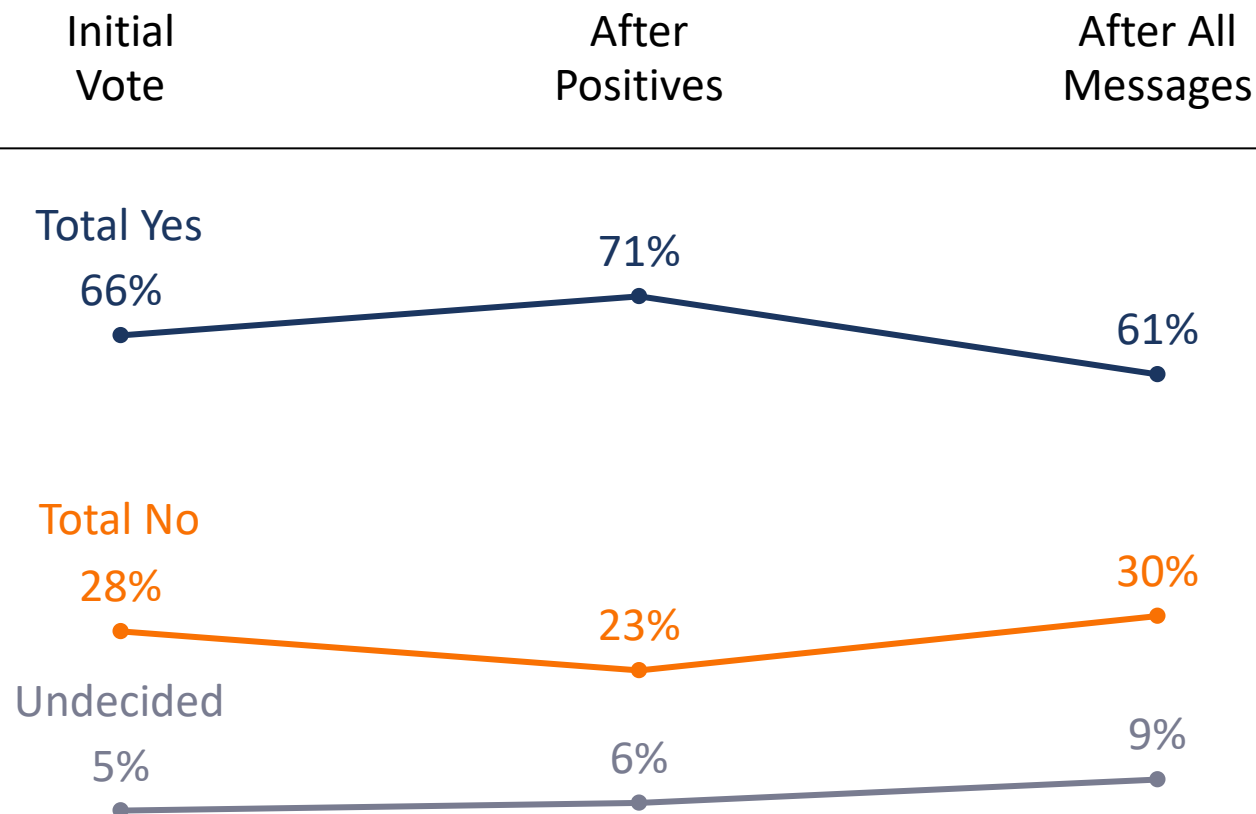




Segmenting the Electorate

Support for the measure fluctuates with messaging.

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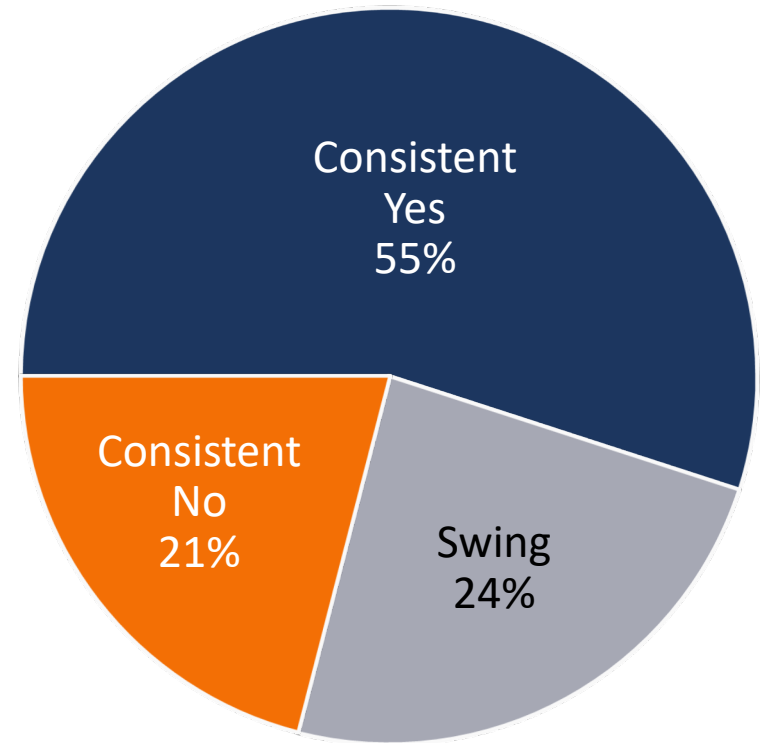


Segmenting the Electorate by Consistency of Support

Item 10-10-A.

- ❖ **Consistent Yes:** Voters who consistently indicated they would vote “yes” on the measure
- ❖ **Consistent No:** Voters who consistently indicated they would vote “no” on the measure
- ❖ **Swing:** Voters who do not fall into any of the other categories – remaining consistently undecided or switching positions

The following slide shows demographic groups that *disproportionately* fall into one category or the other.



Demographic Profile of the Segments

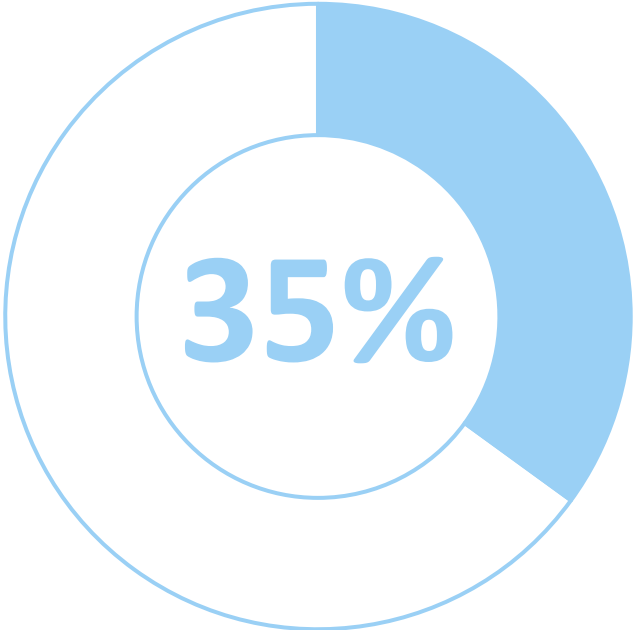
Item 10-10-A.

Consistent Yes	Swing	Consistent No
55% of the Electorate	24% of the Electorate	21% of the Electorate
Liberal Democrats	Supervisory District 4	2+ Republican Households
Liberals	Ride the Bus 2-3 Times a Week	Republicans Ages 18-49
Ages 75+	Latinos Ages 50+	Ages 40-49
2+ Democrat Households	Born and Raised in Madera Co	Chowchilla
Democratic Women	Latino Men	Republicans
Democrats Ages 50+	Voters of Color	Republican Men
Interviewed in Spanish	Latinos	Conservative Republicans
Democrats	Ages 50-64	Republican Women
Single-Democrat Households	1+ Independent Households	Use Rideshare 2-3 Times a Week
Democrats Ages 18-49	Single Republican Households	Supervisory District 2
Whites Ages 50+	Independents Ages 50+	Republicans Ages 50+
Carpool 2-3 Times a Week	Non-College Educated Women	Post-Graduate Educated
Ages 18-29	City of Madera	Conservatives

One-third of voters are soft supporters of the measure.

Item 10-10-A.

Soft Supporters



Demographic Groups Disproportionately Likely to be Soft Supporters
Ages 18-29
Conservative Independents
Born and Raised in Madera County
Independents Ages 18-49
Supervisory District 3
HH Income \$75,000-\$100,000
Independent Men
High School Educated
Latinos Ages 18-49
Independents
White Women



Messaging

Messages in Favor of the Measure

Item 10-10-A.

(Ranked by Very Convincing)

51%	*(MATCHING FUNDS) If voters approve this renewal measure, we will qualify for about \$600 million in additional state and federal matching funds to make priority repairs and transportation improvements in Madera County. Without a local measure, we will not get our fair share of State and Federal funding.
50%	*(ACCOUNTABILITY) By law, all of the money raised by this measure must stay in Madera County to maintain and improve our transportation system. It can't be taken away by the State or used for other purposes.
48%	*(PUBLIC SAFETY) This measure is essential for our public safety. By keeping our roads and highways in good condition and reducing traffic congestion, it allows police, firefighters, and ambulances to respond quickly to emergencies. In emergencies like the Creek Fire, we can't afford to have first responders stuck in traffic or slowed-down by failing infrastructure.
45%	*(GROWTH) Madera County's population has nearly doubled during the past 30 years, and experts forecast that it will continue to grow at a fast rate. We need to continue improving our local highways, interchanges, and major streets to keep up with this growth, avoid traffic gridlock, and protect our quality of life.
41%	(FIRE) It's become all too common to see entire towns destroyed by wildfire in California — making rural roads a lifeline — and Madera County is at high risk of wildfires. That's why it's essential to prepare before it's too late: this measure will ensure that fire evacuation routes throughout the county are in good repair, with plenty of room for emergency vehicles.
40%	(LOCAL REPAIRS) This measure will support fixes to major potholes and other local road repairs and safety improvements in every part of the County. Continuing this funding would allow repairs like repaving; repairing curbs and sidewalks; and maintaining medians, lighting, and signage for local streets and roads.

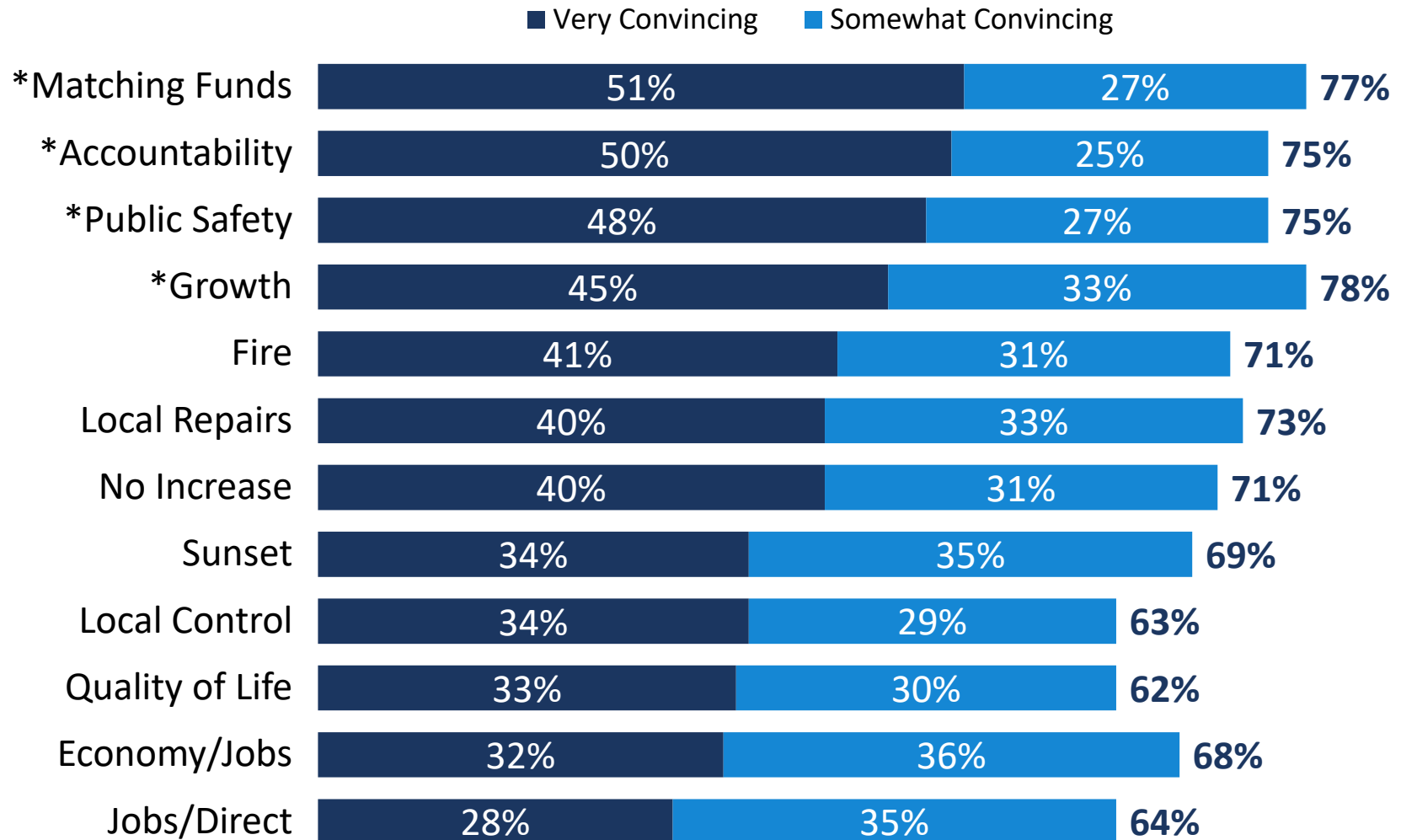
Messages in Favor of the Measure (Continued)

Item 10-10-A.

(Ranked by Very Convincing)

40%	(NO INCREASE) This measure will NOT increase the sales tax you pay. It simply extends the sales tax voters approved in 1990 and again in 2006 to fund transportation repairs and improvements.
34%	(SUNSET) This measure does not increase taxes, and includes a strict (HALF SAMPLE: 30-year) (HALF SAMPLE: 20-year) time-limit on the existing tax. This ensures that voters will continue to be able to make their voices heard on whether this local transportation funding should continue
34%	(LOCAL CONTROL) Sacramento and Washington, DC are constantly placing new restrictions on how we can use our transportation funding. Most of these restrictions require more and more funds to be spent on public transportation and other programs that may be right for LA and the Bay Area, but aren't the top priority for Madera County. Waiting to renew our local funding just means that we lose local control of our transportation dollars as more and more restrictions are placed on how these funds can be spent.
33%	(QUALITY OF LIFE) Sitting in traffic is stressful and frustrating for all of us, and those wasted minutes and hours add up. As Madera County continues to grow, traffic congestion is going to start seriously impacting our quality of life, if it hasn't already. We need this measure to protect our quality of life and ensure that we can spend time on things far more important than sitting in our cars.
32%	(ECONOMY/JOB) A properly functioning and well-maintained transportation system is a key component of a strong economy. This measure will invest in our roads and transportation infrastructure to support existing businesses and encourage new ones to locate here.
28%	(JOBS/DIRECT) This measure will support hundreds of jobs in many local industries, including good-paying construction jobs.

Messaging on matching funds, accountability, and public safety resonates strongly.



Q8. I am going to read you some statements made by supporters of the measure. Please tell me if you find it very convincing, or somewhat convincing, or not convincing at all, or no reason to support this measure. *Split Sample

353

Democrats find the message on matching funds highly compelling.

Item 10-10-A.

Statement (Very Convincing)	All Voters	Party		
		Democrats	Independents	Republicans
*Matching Funds	51%	69%	51%	36%
*Accountability	50%	58%	47%	44%
*Public Safety	48%	51%	56%	42%
*Growth	45%	50%	46%	39%
Fire	41%	45%	47%	33%
Local Repairs	40%	47%	50%	29%
No Increase	40%	45%	41%	35%
Sunset	34%	41%	35%	28%
Local Control	34%	26%	42%	36%
Quality of Life	33%	39%	36%	25%
Economy/Jobs	32%	35%	37%	26%
Jobs/Direct	28%	33%	35%	21%

The top messages resonate strongly across all five districts.

Item 10-10-A.

Statement (Very Convincing)	All Voters	Supervisory District				
		1	2	3	4	5
*Matching Funds	51%	48%	43%	52%	57%	55%
*Accountability	50%	52%	48%	50%	56%	47%
*Public Safety	48%	47%	43%	58%	71%	39%
*Growth	45%	49%	44%	45%	63%	35%
Fire	41%	32%	27%	45%	56%	47%
Local Repairs	40%	36%	37%	45%	63%	35%
No Increase	40%	46%	35%	35%	34%	43%
Sunset	34%	35%	26%	35%	38%	37%
Local Control	34%	35%	32%	40%	37%	31%
Quality of Life	33%	37%	33%	39%	42%	22%
Economy/Jobs	32%	28%	29%	34%	57%	26%
Jobs/Direct	28%	28%	26%	36%	38%	22%

The matching funds argument stands out as the measure's soft supporters.

Item 10-10-A.

Statement (Very Convincing)	All Voters	Swing	Soft Supporters
*Matching Funds	51%	47%	63%
*Accountability	50%	44%	59%
*Public Safety	48%	40%	51%
*Growth	45%	36%	47%
Fire	41%	42%	47%
Local Repairs	40%	36%	47%
No Increase	40%	34%	43%
Sunset	34%	25%	36%
Local Control	34%	38%	39%
Quality of Life	33%	28%	38%
Economy/Jobs	32%	27%	32%
Jobs/Direct	28%	24%	26%

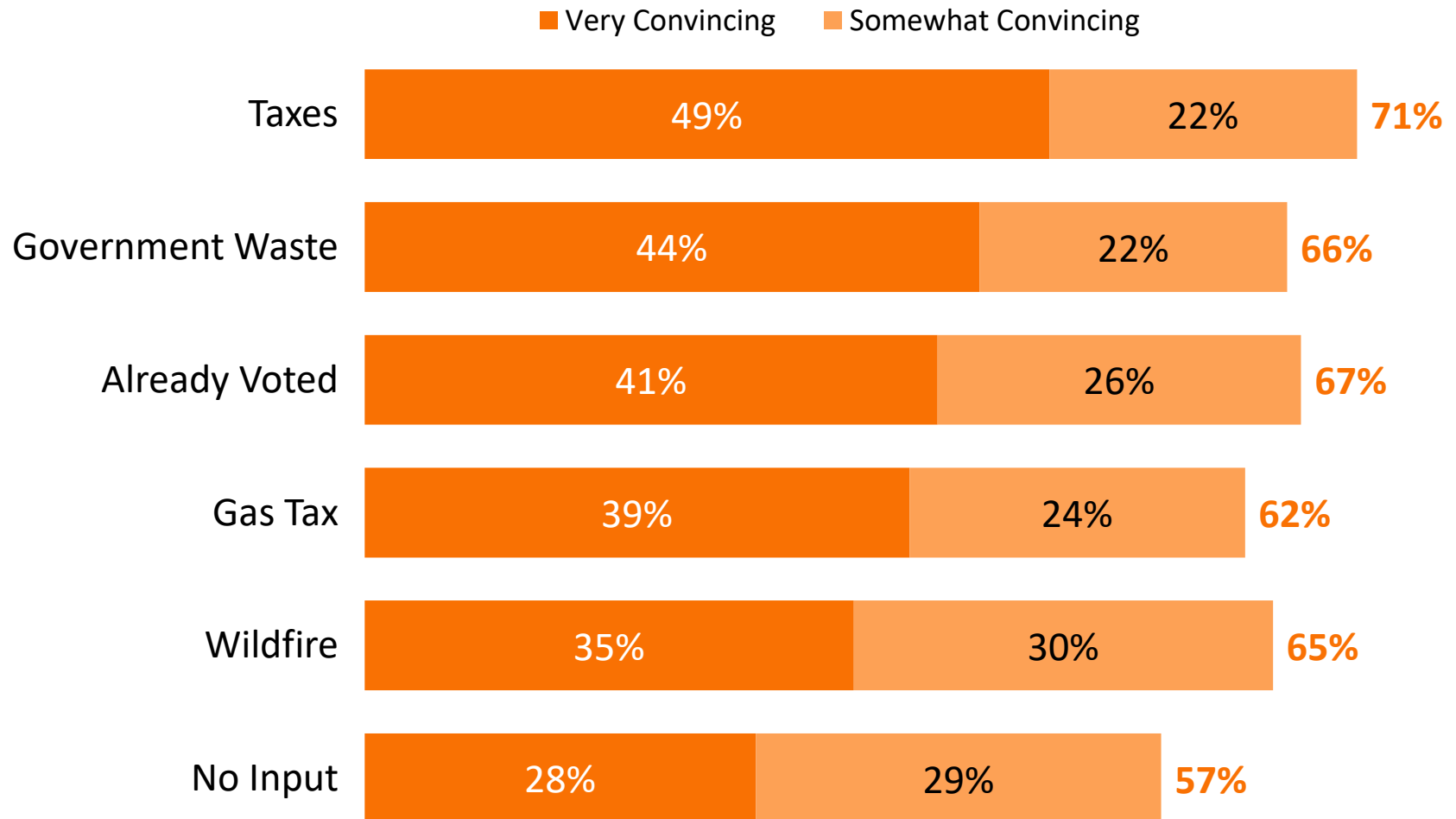
Messages in Opposition to the Measure Item 10-10-A.

(Ranked by Very Convincing)

49%	(TAXES) Local businesses and residents have been hit hard by the pandemic, inflation, and high gas prices. Many are struggling to stay afloat. Now is not the time to be raising taxes.
44%	(GOVERNMENT WASTE) We shouldn't reward government for being wasteful by voting to increase our taxes. They already have all of the money they need, they just need to be more efficient in how they spend it.
41%	(ALREADY VOTED) We just voted on this tax in the last election, and local voters overwhelmingly rejected it. Enough is enough. Madera County Supervisors need to listen to voters when we say no to more taxes.
39%	(GAS TAX) California just raised the gas tax and the Federal Government passed a trillion dollar infrastructure bill, which will make billions available for transportation projects in California. We don't need to have a local tax too.
35%	(WILDFIRE) Madera County's 2008 Community Wildfire Protection Plan listed all the top high-priority communities for wildfire protection, all of which have been ignored for the last decade despite being subject to multiple evacuations. Local elected officials should do what they know they have needed to do to protect our communities, <u>without</u> asking us for more taxes.
28%	(NO INPUT) Local politicians brag about citizen input to this measure, but there has been essentially none. They have not sought meaningful resident input through the 17-year duration of the current measure.

Criticisms centered on anti-tax sentiment, government waste, and the prior measure's failure all resonate strongly.

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Negative arguments are highly convincing independents and Republicans.

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Statement (Very Convincing)	All Voters	Party		
		Democrats	Independents	Republicans
Taxes	49%	37%	56%	53%
Government Waste	44%	29%	53%	50%
Already Voted	41%	28%	48%	46%
Gas Tax	39%	24%	45%	46%
Wildfire	35%	21%	40%	44%
No Input	28%	18%	29%	36%

The anti-tax statement stands out in Districts 2, 3 and 4.

Item 10-10-A.

Statement (Very Convincing)	All Voters	Supervisorial District				
		1	2	3	4	5
Taxes	49%	48%	53%	57%	61%	37%
Government Waste	44%	46%	48%	45%	49%	38%
Already Voted	41%	36%	47%	47%	47%	35%
Gas Tax	39%	40%	44%	38%	46%	32%
Wildfire	35%	36%	35%	30%	35%	38%
No Input	28%	27%	25%	28%	32%	29%

Critical statements resonate among swing voters.

Item 10-10-A.

Statement (Very Convincing)	All Voters	Swing	Soft Supporters
Taxes	49%	64%	45%
Government Waste	44%	53%	37%
Already Voted	41%	51%	31%
Gas Tax	39%	50%	32%
Wildfire	35%	44%	28%
No Input	28%	35%	21%



Conclusions

Conclusions

Item 10-10-A.

- The survey findings indicate that a sales tax renewal is viable for November 2024, but with a very slim margin.
- Two-thirds of voters support the measure initially, with no statistical difference in support between a 20-year and 30-year sunset.
- There is a widely-shared recognition of need for funding for roads and transportation.
- Voters prioritize fixing potholes, maintaining local streets and roads and improving the flow of traffic.
- Support is somewhat fluid; it increases to 71% with positive messaging and decreases to 61% after criticisms.
 - The most compelling positive statements highlight matching funds, accountability, and public safety.
 - Criticisms focused on taxes and waste are most convincing.
- Given the strong anti-tax feeling in the electorate, the measure's success will require a strong public outreach effort and a broad and diverse coalition of supporters.

**For more information,
contact:**



**OPINION
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STAFF REPORT
Board Meeting of November 29, 2023

AGENDA ITEM: 10-B

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

2023 Focus on the Future Conference Recap

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The annual Focus on the Future Conference was held from October 29-31, 2023. Supervisor Poythress, Councilmember Rodriguez, Councilmember Ahmed, and Director Taylor will provide a verbal report.

The highlights this year were as follows:

- State and Local Partnerships
- Logistics
- Active Transportation
- New Technology
- Fiscal Challenges
- Vehicle Miles Traveled
- Advancing Equity and Serving Communities
- Innovative Approaches

FISCAL IMPACT:

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